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GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626
800 Independence Ave., SW
Washington, DC 20591
Telephone 1-866-295-8236
Fax 202-267-5322
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

| | Airport Information | Airspace Information* |
|----------------|---------------------|-----------------------|
| Effective Date | Cut-off date | Cut-off date |
| 22 Oct 09 | 9 Sep 09 | 20 Aug 09 |
| 17 Dec 09 | 4 Nov 09 | 15 Oct 09 |
| 11 Feb 10 | 30 Dec 09 | 10 Dec 09 |
| 8 Apr 10 | 24 Feb 10 | 4 Feb 10 |
| 3 Jun 10 | 21 Apr 10 | 1 Apr 10 |
| 29 Jul 10 | 16 Jun 10 | 27 May 10 |

*Including changes to preferred routes and graphic depictions on charts.

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Email 9-AMC-Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our web site at www.naco.faa.gov.

See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

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Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

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ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

| | | | |
|--------|---|-------|---------------------------------------|
| AAF | Army Air Field | byd | beyond |
| AB | Airbase | C | Commercial Circuit (Telephone) |
| abv | above | CGAF | Coast Guard Air Facility |
| ACC | Air Combat Command; Area Control Center | CGAS | Coast Guard Air Station |
| acft | aircraft | CIV | Civil |
| ADCC | Air Defense Control Center | clsd | closed |
| AER | approach end rwy | comd | command |
| AFB | Air Force Base | CONUS | Continental United States |
| AFHP | Air Force Heliport | CSTMS | Customs |
| afld | airfield | ctc | contact |
| AFOD | US Army Flight Operations Detachment | cti | control |
| AFRC | Armed Forces Reserve Center/Air Force Reserve Command | dalgt | daylight |
| AFSS | Automated Flight Service Station | Dec | December |
| AG | Agriculture | DIAP | DoD Instrument Approach Procedure |
| A-GEAR | Arresting Gear | DoD | Department of Defense |
| AGL | above ground level | DSN | Defense Switching Network (Telephone) |
| AHP | Army heliport | dspld | displaced |
| ALS | Approach Light System | durn | duration |
| alt | altitude | eff | effective |
| AMC | Air Mobility Command | emerg | emergency |
| ANGS | Air National Guard Station | EOR | End of Runway |
| apch | approach | ETA | Estimated Time of Arrival |
| Apr | April | ETD | Estimated Time of Departure |
| APU | Auxiliary Power Unit | exc | except |
| ARB | Air Reserve Base | extd | extend |
| arpt | airport | FBO | fixed-base operator |
| ARS | Air Reserve Station | Feb | February |
| AS | Air Station | fld | field |
| ASDE-X | Airport Surface Detection Equipment—Model X | FLIP | Flight Information Publication |
| ASU | Aircraft Starting Unit | flt | flight |
| ATC | Air Traffic Control | flw | follow |
| Aug | August | Fri | Friday |
| AUW | All Up Weight (gross weight) | FSS | Flight Service Station |
| avbl | available | GA | glide angle |
| bcn | beacon | GCA | Ground Controlled Approach |
| blo | below | GS | glide slope |
| | | haz | hazard |
| | | HQ | Headquarters |

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

| | | | |
|-------|---|----------|---|
| hr | hour | npi | non precision instrument |
| IAP | Instrument Approach Procedure | NS ABTMT | Noise Abatement |
| ICAO | International Civil Aviation Organization | NSTD | nonstandard |
| IFR | Instrument Flight Rules | ntc | notice |
| ILS | Instrument Landing System | obsn | observation |
| IM | Inner Marker | Oct | October |
| IMG | Immigration | OLF | Outlying Field |
| incr | increase | opr | operate, operator, operational |
| indef | indefinite | ops | operations |
| ints | intensity | OTS | out of service |
| invo | in the vicinity of | ovrn | overrun |
| IMC | Instrument Meteorological Conditions | PAEW | personnel and equipment working |
| Jan | January | pat | pattern |
| JASU | Jet Aircraft Starting Unit | p-line | power line |
| JOAP | Joint Oil Analysis Program | PMSV | Pilot-to-Metro Service |
| JOSAC | Joint Operational Support Airlift Center | POL | Petrol, Oils and Lubricants |
| JRB | Joint Reserve Base | PPR | prior permission required |
| Jul | July | PRM | Precision Runway Monitoring |
| Jun | June | PTD | Pilot to Dispatcher |
| Kt | Knots | RAMCC | Regional Air Movement Control Center |
| LAA | Local Airport Advisory | req | request |
| LAHSO | Land and Hold Short Operations | rgt tfc | right traffic |
| lbs | pounds | RON | Remain Overnight |
| ldg | landing | rqr | require |
| lgt | lighted | rstd | restricted |
| lgts | lights | RSRS | reduced same runway separation |
| LMM | Compass locator at Middle Marker ILS | rw | runway |
| LOC | Localizer | Sat | Saturday |
| LOM | Compass locator at Outer Marker ILS | SELF | Strategic Expeditionary Landing Field |
| ltd | limited | Sep | September |
| MACC | Military Area Control Center | SFA | Single Frequency Approach |
| Mar | March | sfc | surface |
| MCAF | Marine Corps Air Facility | SFRA | Special Flight Rules Area |
| MCAFL | Marine Corps Auxiliary Landing Field | SOAP | Spectrometric Oil Analysis Program |
| MCAS | Marine Corps Air Station | SOF | Supervisor of Flying |
| MCB | Marine Corps Base | SPB | Seaplane Base |
| med | medium | SR | sunrise |
| METRO | Pilot-to-Metro voice call | SS | sunset |
| Mil | military | std | standard |
| min | minute | Sun | Sunday |
| MLS | Microwave Landing System | svc | service |
| MM | Middle Marker of ILS | tfc | traffic |
| Mon | Monday | thld | threshold |
| MP | Maintenance Period | Thu | Thursday |
| MSL | mean sea level | tkf | take-off |
| MSAW | minimum safe altitude warning | tmp | temporary |
| NAAS | Naval Auxiliary Air Station | tran | transient |
| NADC | Naval Air Development Center | Tue | Tuesday |
| NADEP | Naval Air Depot | twr | tower |
| NAEC | Naval Air Engineering Center | twy | taxiway |
| NAES | Naval Air Engineering Station | UC | Under Construction |
| NAF | Naval Air Facility | USA | United States Army |
| NALCO | Naval Air Logistics Control Office | USAF | United States Air Force |
| NALO | Navy Air Logistics Office | USCG | United States Coast Guard |
| NALF | Naval Auxiliary Landing Field | USN | United States Navy |
| NAS | Naval Air Station | V | Defense Switching Network (telephone, formerly AUTOVON) |
| NAWC | Naval Air Warfare Center | VFR | Visual Flight Rules |
| NAWS | Naval Air Weapons Station | VIP | Very Important Person |
| ngt | night | VMC | Visual Meteorological Conditions |
| NOLF | Naval Outlying Field | Wed | Wednesday |
| Nov | November | wx | weather |

DIRECTORY LEGEND

SAMPLE

① CITY NAME
 ② AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE
 ③ 200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER
 ④ ⑤ ⑥ ⑦ ⑧ ⑨ H-46, L-19C IAP, DIAP, AD

⑩ RWY 18-36: H12004X200 (ASPH-CONC-GRVD)
 S-90, D-160, DT-300 PCN 80 R/B/W/T HIRL CL
 RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.
 Thld displcd 300'. Trees. Rgt tfc. 0.3% up.
 RWY 36: ALSF1. 0.4% down.
 RWY 09-27: H6000X150 (ASPH) MIRL
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

⑪ LAND AND HOLD SHORT OPERATIONS
 LANDING HOLD SHORT POINT DIST AVBL
 RWY 18 09-27 6500
 RWY 36 09-27 5400

⑫ RUNWAY DECLARED DISTANCE INFORMATION
 RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

⑬ ARRESTING GEAR/SYSTEM
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36

⑭ MILITARY SERVICE: A-GEAR E-5 connected on dep end, disconnected on
 apch end. JASU 3(AM32A-60) 2(A/M32A-86)

⑮ ⑯ FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX
 OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.

⑰ ⑱ AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute
 Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service
 (ADCUS) avbl.

⑲ MILITARY REMARKS: ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15
 minutes prior to ldg and after dep. Limited tran parking.

⑳ WEATHER DATA SOURCES: AWOS-1 120.3 (202) 426-8000. LLWAS.

㉑ COMMUNICATIONS: SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2
 NAME RCO 112.2T 112.1R (NAME RADIO)
 ⑳ NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

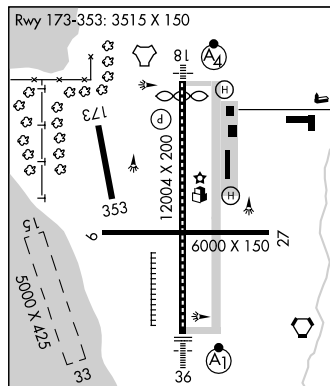
㉓ AIRSPACE: CLASS B See VFR Terminal Area Chart.

㉔ RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/DF ctc FSS.
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
 ASR/PAR (1200-0400Z†)

㉕ COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)
 HELIPAD H2: H60X60 (ASPH)
 HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

187 TPA 1000(813)
 WATERWAY 15-33: 5000X425 (WATER)
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of
 arpt not visible from twr and are required to ctc twr.



All bearings and radials are magnetic unless otherwise specified.
 All mileages are nautical unless otherwise noted.

All times are Coordinated Universal Time (UTC) except as noted.











All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.

The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
















10

SKETCH LEGEND







RUNWAYS/LANDING AREAS

| | |
|--------------------------------|---|
| Hard Surfaced |  |
| Metal Surface |  |
| Sod, Gravel, etc. |  |
| Light Plane, |  |
| Ski Landing Area or Water |  |
| Under Construction |  |
| Closed |  |
| Helicopter Landings Area |  |
| Displaced Threshold |  |
| Taxiway, Apron and Stopways .. |  |






MISCELLANEOUS BASE AND CULTURAL FEATURES

| | |
|-------------------------------|---|
| Buildings |  |
| Power Lines |  |
| Fence |  |
| Towers |  |
| Tanks |  |
| Oil Well |  |
| Smoke Stack |  |
| Obstruction |  |
| Controlling Obstruction |  |
| Trees |  |
| Populated Places |  |
| Cuts and Fills |  |
| Cliffs and Depressions .. |  |
| Ditch |  |
| Hill |  |

RADIO AIDS TO NAVIGATION

















| | | | |
|------------|---|--------------|--|
| VORTAC ... |  | VOR |  |
| VOR/DME .. |  | NDB |  |
| TACAN |  | NDB/DME |  |

MISCELLANEOUS AERONAUTICAL FEATURES

| | |
|----------------------|---|
| Airport Beacon |  |
| Wind Cone |  |
| Landing Tee |  |
| Tetrahedron |  |
| Control Tower |  |

APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1) indicates Pilot Controlled Lighting (PCL).

| | |
|--|--|
| Runway Centerline Lighting |  |
| (A) Approach Lighting System ALSF-2 .. |  |
| (A1) Approach Lighting System ALSF-1 .. |  |
| (A2) Short Approach Lighting System SALS/SALSF |  |
| (A3) Simplified Short Approach Lighting System (SSALR) with RAIL |  |
| (A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) |  |
| (A5) Medium Intensity Approach Lighting System (MALSR) and RAIL |  |
| (P) Omnidirectional Approach Lighting System (ODALS) |  |
| (D) Navy Parallel Row and Cross Bar .. |  |
| (F) Air Force Overrun |  |
| (V) Visual Approach Slope Indicator with Standard Threshold Clearance provided |  |
| (V2) Pulsating Visual Approach Slope Indicator (PVASI) |  |
| (V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft |  |
| (V4) Tri-color Visual Approach Slope Indicator (TRCV) |  |
| (V5) Approach Path Alignment Panel (APAP) |  |
| (P) Precision Approach Path Indicator (PAPI) |  |

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navalds, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

① CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

| | | | |
|---------|---------------------------------------|------|---|
| A | US Army | MC | Marine Corps |
| AFRC | Air Force Reserve Command | N | Navy |
| AF | US Air Force | NAF | Naval Air Facility |
| ANG | Air National Guard | NAS | Naval Air Station |
| AR | US Army Reserve | NASA | National Air and Space Administration |
| ARNG | US Army National Guard | P | US Civil Airport Wherein Permit Covers |
| CG | US Coast Guard | | Use by Transient Military Aircraft |
| CIV/MIL | Joint Use Civil/Military | PVT | Private Use Only (Closed to the Public) |
| DND | Department of National Defense Canada | | |

⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAM

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ SERVICING—CIVIL

| | |
|--|--|
| S1: Minor airframe repairs. | S5: Major airframe repairs. |
| S2: Minor airframe and minor powerplant repairs. | S6: Minor airframe and major powerplant repairs. |
| S3: Major airframe and minor powerplant repairs. | S7: Major powerplant repairs. |
| S4: Major airframe and major powerplant repairs. | S8: Minor powerplant repairs. |

⑭ FUEL

| CODE | FUEL | CODE | FUEL |
|-------|---|----------|--|
| 80 | Grade 80 gasoline (Red) | B+ | Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C. |
| 100 | Grade 100 gasoline (Green) | J4 (JP4) | (JP-4 military specification) FP** minus 58° C. |
| 100LL | 100LL gasoline (low lead) (Blue) | J5 (JP5) | (JP-5 military specification) Kerosene with FS-11, FP** minus 46°C. |
| 115 | Grade 115 gasoline (115/145 military specification) (Purple) | J8 (JP8) | (JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C. |
| A | Jet A, Kerosene, without FS-II*, FP** minus 40° C. | J8+100 | (JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP-8. |
| A+ | Jet A, Kerosene, with FS-II*, FP** minus 40°C. | J | (Jet Fuel Type Unknown) |
| A1 | Jet A-1, Kerosene, without FS-II*, FP** minus 47°C. | MOGAS | Automobile gasoline which is to be used as aircraft fuel. |
| A1+ | Jet A-1, Kerosene with FS-II*, FP** minus 47° C. | | |
| B | Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C. | | |

*(Fuel System Icing Inhibitor)

**(Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

⑮ OXYGEN—CIVIL

| | |
|--------------------|--|
| OX 1 High Pressure | OX 3 High Pressure—Replacement Bottles |
| OX 2 Low Pressure | OX 4 Low Pressure—Replacement Bottles |

⑯ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

17 AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)

407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL)

407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

407-975-1760

Southwest East Sector (OK and eastern TX)

407-975-1840

Southwest West Sector (Western TX, NM and AZ)

407-975-1820

Pacific Sector (WA, OR, CA, HI and AK)

407-975-1800

18 CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

| Type of Air Carrier Operation | Class I | Class II | Class III | Class IV |
|---|---------|----------|-----------|----------|
| Scheduled Air Carrier Aircraft with 31 or more passenger seats | X | | | |
| Unscheduled Air Carrier Aircraft with 31 or more passengers seats | X | X | | X |
| Scheduled Air Carrier Aircraft with 10 to 30 passenger seats | X | X | X | |

14 CFR—PART 139 CERTIFICATED AIRPORTS**INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS**

| Airport Index | Required No. Vehicles | Aircraft Length | Scheduled Departures | Agent + Water for Foam |
|---------------|-----------------------|---------------------------------------|----------------------|---|
| A | 1 | <90' | ≥1 | 500#DC or HALON 1211 or 450#DC + 100 gal H ₂ O |
| B | 1 or 2 | ≥90', <126' ----- ≥126', <159' | ≥5 ----- <5 | Index A + 1500 gal H ₂ O |
| C | 2 or 3 | ≥126', <159' ----- ≥159', <200' | ≥5 ----- <5 | Index A + 3000 gal H ₂ O |
| D | 3 | ≥159', <200' ----- >200' | ----- <5 | Index A + 4000 gal H ₂ O |
| E | 3 | ≥200' | ≥5 | Index A + 6000 gal H ₂ O |

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

19 NOTAM SERVICE

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

20 FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

21 RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as STOL, Ultralight, or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

| | | |
|-------------------------------------|---|--------------------------------------|
| (AFSC)—Aggregate friction seal coat | (GRVL)—Gravel, or cinders | (PSP)—Pierced steel plank |
| (ASPH)—Asphalt | (MATS)—Pierced steel planking, landing mats, membranes | (RFSC)—Rubberized friction seal coat |
| (CONC)—Concrete | (PEM)—Part concrete, part asphalt | (TURF)—Turf |
| (DIRT)—Dirt | (PFC)—Porous friction courses | (TRTD)—Treated |
| (GRVD)—Grooved | | (WC)—Wire combed |

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

| CURRENT | NEW | NEW DESCRIPTION |
|---------|--------|--|
| S | S | Single wheel type landing gear (DC3), (C47), (F15), etc. |
| D | D | Dual wheel type landing gear (BE1900), (B737), (A319), etc. |
| T | D | Dual wheel type landing gear (P3, C9). |
| ST | 2S | Two single wheels in tandem type landing gear (C130). |
| TRT | 2T | Two triple wheels in tandem type landing gear (C17), etc. |
| DT | 2D | Two dual wheels in tandem type landing gear (B707), etc. |
| TT | 2D | Two dual wheels in tandem type landing gear (B757, KC135). |
| SBTT | 2D/D1 | Two dual wheels in tandem/dual wheel body gear type landing gear (KC10). |
| None | 2D/2D1 | Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600). |
| DDT | 2D/2D2 | Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4). |
| TTT | 3D | Three dual wheels in tandem type landing gear (B777), etc. |
| TT | D2 | Dual wheel gear two struts per side main gear type landing gear (B52). |
| TDT | C5 | Complex dual wheel and quadruple wheel combination landing gear (C5). |

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
 - R — Rigid
 - F — Flexible
- (3) The pavement subgrade category:
 - A — High
 - B — Medium
 - C — Low
 - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
 - W — High, no limit
 - X — Medium, limited to 217 psi
 - Y — Low, limited to 145 psi
 - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
 - T — Technical evaluation
 - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL APAP on left side of runway

PNIR APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L 2-identical light units placed on left side of runway

P4L 4-identical light units placed on left side of runway

P2R 2-identical light units placed on right side of runway

P4R 4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL PVASI on left side of runway

PSIR PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway

S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway

TRIR TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway

V6L 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway

V6R 6-box VASI on right side of runway

V4L 4-box VASI on left side of runway

V12 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway

V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

PILOT CONTROL OF AIRPORT LIGHTING

| Key Mike | Function |
|--------------------------|--|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-Off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-Off) |

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

22 ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI-DIRECTIONAL CABLE (B)

| <u>TYPE</u> | <u>DESCRIPTION</u> |
|-------------|---|
| BAK-9 | Rotary friction brake. |
| BAK-12A | Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake. |
| BAK-12B | Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake. |
| E28 | Rotary Hydraulic (Water Brake). |
| M21 | Rotary Hydraulic (Water Brake) Mobile. |

The following device is used in conjunction with some aircraft arresting systems:

| | |
|--------|---|
| BAK-14 | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.) |
| H | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.) |

UNI-DIRECTIONAL CABLE

| <u>TYPE</u> | <u>DESCRIPTION</u> |
|--------------|--|
| MB60 | Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy. |
| E5/E5-1/E5-3 | Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service. |

FOREIGN CABLE

| <u>TYPE</u> | <u>DESCRIPTION</u> | <u>US EQUIVALENT</u> |
|-------------|-----------------------------------|----------------------|
| 44B-3H | Rotary Hydraulic (Water Brake) | |
| CHAG | Chain | E-5 |

UNI-DIRECTIONAL BARRIER

| <u>TYPE</u> | <u>DESCRIPTION</u> |
|-------------|---|
| MA-1A | Web barrier between stanchions attached to a chain energy absorber. |
| BAK-15 | Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement. |

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

| <u>TYPE</u> | <u>DESCRIPTION</u> |
|-------------|---|
| EMAS | Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft. |

23 MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

24 JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

ELECTRICAL STARTING UNITS:

| | |
|-----------|--|
| A/M32A-86 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack) |
| MC-1A | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw |
| MD-3 | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus |
| MD-3A | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus |
| MD-3M | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw |

| | |
|--|---|
| MD-4 | AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire |
| AIR STARTING UNITS | |
| AM32-95 | 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia |
| AM32A-95 | 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig) |
| LASS | 150 +/- 5 lb/min @ 49 +/- 2 psia |
| MA-1A | 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press |
| MC-1 | 15 cfm, 3500 psia |
| MC-1A | 15 cfm, 3500 psia |
| MC-2A | 15 cfm, 200 psia |
| MC-11 | 8,000 cu in cap, 4000 psig, 15 cfm |
| COMBINED AIR AND ELECTRICAL STARTING UNITS: | |
| AGPU | AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level |
| AM32A-60* | AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw |
| AM32A-60A | AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw |
| AM32A-60B* | AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw |
| *NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available. | |
| USN JASU | |
| ELECTRICAL STARTING UNITS: | |
| NC-8A/A1 | DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz. |
| NC-10A/A1/B/C | DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz. |
| AIR STARTING UNITS: | |
| GTC-85/GTE-85 | 120 lbs/min @ 45 psi. |
| MSU-200NAV/A/U47A-5 | 204 lbs/min @ 56 psia. |
| WELLS AIR START SYSTEM | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability. |
| COMBINED AIR AND ELECTRICAL STARTING UNITS: | |
| NCPP-105/RCPT | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva. |
| JASU (ARMY) | |
| 59B2-1B | 28v, 7.5 kw, 280 amp. |
| OTHER JASU | |
| ELECTRICAL STARTING UNITS (DND): | |
| CE12 | AC 115/200v, 140 kva, 400 Hz, 3 phase |
| CE13 | AC 115/200v, 60 kva, 400 Hz, 3 phase |
| CE14 | AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp |
| CE15 | DC 22-35v, 500 amp continuous 1100 amp intermittent |
| CE16 | DC 22-35v, 500 amp continuous 1100 amp intermittent soft start |
| AIR STARTING UNITS (DND): | |
| CA2 | ASA 45.5 psig, 116.4 lb/min |
| COMBINED AIR AND ELECTRICAL STARTING UNITS (DND) | |
| CEA1 | AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig |
| ELECTRICAL STARTING UNITS (OTHER) | |
| C-26 | 28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire |
| C-26-B, C-26-C | 28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire |
| E3 | DC 28v/10kw |
| AIR STARTING UNITS (OTHER): | |
| A4 | 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B) |
| MA-1 | 150 Air HP, 115 lb/min 50 psia |
| MA-2 | 250 Air HP, 150 lb/min 75 psia |
| CARTRIDGE: | |
| MXU-4A | USAF |

(25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY**CODE**

| | |
|--|--|
| ADI | Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft. |
| W | Water Thrust Augmentation—Jet Aircraft. |
| WAI | Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft. |
| SP | Single Point Refueling. |
| PRESAIR | Air Compressors rated 3,000 PSI or more. |
| De-Ice | Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243). |
| OXYGEN: | |
| LPOX | Low pressure oxygen servicing. |
| HPOX | High pressure oxygen servicing. |
| LHOX | Low and high pressure oxygen servicing. |
| LOX | Liquid oxygen servicing. |
| ORXB | Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.) |
| OX | Indicates oxygen servicing when type of servicing is unknown. |
| NOTE: Combinations of above items is used to indicate complete oxygen servicing available; | |
| LHOXRB | Low and high pressure oxygen servicing and replacement bottles; |
| LPOXRB | Low pressure oxygen replacement bottles only, etc. |

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

| | |
|-------|---|
| LPNIT | Low pressure nitrogen servicing. |
| HPNIT | High pressure nitrogen servicing. |
| LHNIT | Low and high pressure nitrogen servicing. |

(27) OIL—MILITARY

US AVIATION OILS (MIL SPECS):

| CODE | GRADE, TYPE |
|-----------|--|
| 0-113 | 1065, Reciprocating Engine Oil (MIL-L-6082) |
| 0-117 | 1100, Reciprocating Engine Oil (MIL-L-6082) |
| 0-117+ | 1100, 0-117 plus cyclohexanone (MIL-L-6082) |
| 0-123 | 1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III) |
| 0-128 | 1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II) |
| 0-132 | 1005, Jet Engine Oil (MIL-L-6081) |
| 0-133 | 1010, Jet Engine Oil (MIL-L-6081) |
| 0-147 | None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic |
| 0-148 | None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil |
| 0-149 | None, Aircraft Turbine Engine Synthetic, 7.5c St |
| 0-155 | None, MIL-L-6086C, Aircraft, Medium Grade |
| 0-156 | None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines |
| JOAP/SOAP | Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.) |

(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute backup, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

29 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

30 MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

31 WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

32 COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on aprt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remote facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol **Ⓡ** indicates radar approach control.


TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the

VHF radio to contact the appropriate ATC facility or six "key clicks" to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol  indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as "Wx obsn svc 1900-0000Z+" or "other times" may be used when no specific time is given. PMSV facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as "Limited Service".

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc **APP CON** other times CLASS E:

or

AIRSPACE: CLASS D svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700' or 1200' AGL. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc **APP CON** other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS D svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

or

AIRSPACE: CLASS E svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

CONTINUED FROM PRECEDING PAGE

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

| | |
|---------------|--|
| AB _____ | Automatic Weather Broadcast. |
| DF _____ | Direction Finding Service. |
| DME _____ | UHF standard (TACAN compatible) distance measuring equipment. |
| DME(Y) _____ | UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME. |
| GS _____ | Glide slope. |
| H _____ | Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes). |
| HH _____ | Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes). |
| H-SAB _____ | Non-directional radio beacons providing automatic transcribed weather service. |
| ILS _____ | Instrument Landing System (voice, where available, on localizer channel). |
| IM _____ | Inner marker. |
| ISMLS _____ | Interim Standard Microwave Landing System. |
| LDA _____ | Localizer Directional Aid. |
| LMM _____ | Compass locator station when installed at middle marker site (15 NM at all altitudes). |
| LOM _____ | Compass locator station when installed at outer marker site (15 NM at all altitudes). |
| MH _____ | Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes). |
| MLS _____ | Microwave Landing System. |
| MM _____ | Middle marker. |
| OM _____ | Outer marker. |
| S _____ | Simultaneous range homing signal and/or voice. |
| SABH _____ | Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts. |
| SDF _____ | Simplified Direction Facility. |
| TACAN _____ | UHF navigational facility-omnidirectional course and distance information. |
| VOR _____ | VHF navigational facility-omnidirectional course only. |
| VOR/DME _____ | Collocated VOR navigational facility and UHF standard distance measuring equipment. |
| VORTAC _____ | Collocated VOR and TACAN navigational facilities. |
| W _____ | Without voice on radio facility frequency. |
| Z _____ | VHF station location marker at a LF radio facility. |

ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance
Classification Code

FREQUENCY PAIRING PLAN AND MLS CHANNELING

| MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL | MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL | MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL |
|----------------|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|
| 500 | 108.10 | 18X | 568 | 109.45 | 31Y | 636 | 114.15 | 88Y |
| 502 | 108.30 | 20X | 570 | 109.55 | 32Y | 638 | 114.25 | 89Y |
| 504 | 108.50 | 22X | 572 | 109.65 | 33Y | 640 | 114.35 | 90Y |
| 506 | 108.70 | 24X | 574 | 109.75 | 34Y | 642 | 114.45 | 91Y |
| 508 | 108.90 | 26X | 576 | 109.85 | 35Y | 644 | 114.55 | 92Y |
| 510 | 109.10 | 28X | 578 | 109.95 | 36Y | 646 | 114.65 | 93Y |
| 512 | 109.30 | 30X | 580 | 110.05 | 37Y | 648 | 114.75 | 94Y |
| 514 | 109.50 | 32X | 582 | 110.15 | 38Y | 650 | 114.85 | 95Y |
| 516 | 109.70 | 34X | 584 | 110.25 | 39Y | 652 | 114.95 | 96Y |
| 518 | 109.90 | 36X | 586 | 110.35 | 40Y | 654 | 115.05 | 97Y |
| 520 | 110.10 | 38X | 588 | 110.45 | 41Y | 656 | 115.15 | 98Y |
| 522 | 110.30 | 40X | 590 | 110.55 | 42Y | 658 | 115.25 | 99Y |
| 524 | 110.50 | 42X | 592 | 110.65 | 43Y | 660 | 115.35 | 100Y |
| 526 | 110.70 | 44X | 594 | 110.75 | 44Y | 662 | 115.45 | 101Y |
| 528 | 110.90 | 46X | 596 | 110.85 | 45Y | 664 | 115.55 | 102Y |
| 530 | 111.10 | 48X | 598 | 110.95 | 46Y | 666 | 115.65 | 103Y |
| 532 | 111.30 | 50X | 600 | 111.05 | 47Y | 668 | 115.75 | 104Y |
| 534 | 111.50 | 52X | 602 | 111.15 | 48Y | 670 | 115.85 | 105Y |
| 536 | 111.70 | 54X | 604 | 111.25 | 49Y | 672 | 115.95 | 106Y |
| 538 | 111.90 | 56X | 606 | 111.35 | 50Y | 674 | 116.05 | 107Y |
| 540 | 108.05 | 17Y | 608 | 111.45 | 51Y | 676 | 116.15 | 108Y |
| 542 | 108.15 | 18Y | 610 | 111.55 | 52Y | 678 | 116.25 | 109Y |
| 544 | 108.25 | 19Y | 612 | 111.65 | 53Y | 680 | 116.35 | 110Y |
| 546 | 108.35 | 20Y | 614 | 111.75 | 54Y | 682 | 116.45 | 111Y |
| 548 | 108.45 | 21Y | 616 | 111.85 | 55Y | 684 | 116.55 | 112Y |
| 550 | 108.55 | 22Y | 618 | 111.95 | 56Y | 686 | 116.65 | 113Y |
| 552 | 108.65 | 23Y | 620 | 113.35 | 80Y | 688 | 116.75 | 114Y |
| 554 | 108.75 | 24Y | 622 | 113.45 | 81Y | 690 | 116.85 | 115Y |
| 556 | 108.85 | 25Y | 624 | 113.55 | 82Y | 692 | 116.95 | 116Y |
| 558 | 108.95 | 26Y | 626 | 113.65 | 83Y | 694 | 117.05 | 117Y |
| 560 | 109.05 | 27Y | 628 | 113.75 | 84Y | 696 | 117.15 | 118Y |
| 562 | 109.15 | 28Y | 630 | 113.85 | 85Y | 698 | 117.25 | 119Y |
| 564 | 109.25 | 29Y | 632 | 113.95 | 86Y | | | |
| 566 | 109.35 | 30Y | 634 | 114.05 | 87Y | | | |

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

| TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL |
|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|
| 2X | 134.5 | - | 19Y | 108.25 | 544 | 25X | 108.80 | - |
| 2Y | 134.55 | - | 20X | 108.30 | 502 | 25Y | 108.85 | 556 |
| 11X | 135.4 | - | 20Y | 108.35 | 546 | 26X | 108.90 | 508 |
| 11Y | 135.45 | - | 21X | 108.40 | - | 26Y | 108.95 | 558 |
| 12X | 135.5 | - | 21Y | 108.45 | 548 | 27X | 109.00 | - |
| 12Y | 135.55 | - | 22X | 108.50 | 504 | 27Y | 109.05 | 560 |
| 17X | 108.00 | - | 22Y | 108.55 | 550 | 28X | 109.10 | 510 |
| 17Y | 108.05 | 540 | 23X | 108.60 | - | 28Y | 109.15 | 562 |
| 18X | 108.10 | 500 | 23Y | 108.65 | 552 | 29X | 109.20 | - |
| 18Y | 108.15 | 542 | 24X | 108.70 | 506 | 29Y | 109.25 | 564 |
| 19X | 108.20 | - | 24Y | 108.75 | 554 | 30X | 109.30 | 512 |

| TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL |
|------------------|------------------|----------------|------------------|------------------|----------------|------------------|------------------|----------------|
| 30Y | 109.35 | 566 | 63X | 133.60 | - | 95Y | 114.85 | 650 |
| 31X | 109.40 | - | 63Y | 133.65 | - | 96X | 114.90 | - |
| 31Y | 109.45 | 568 | 64X | 133.70 | - | 96Y | 114.95 | 652 |
| 32X | 109.50 | 514 | 64Y | 133.75 | - | 97X | 115.00 | - |
| 32Y | 109.55 | 570 | 65X | 133.80 | - | 97Y | 115.05 | 654 |
| 33X | 109.60 | - | 65Y | 133.85 | - | 98X | 115.10 | - |
| 33Y | 109.65 | 572 | 66X | 133.90 | - | 98Y | 115.15 | 656 |
| 34X | 109.70 | 516 | 66Y | 133.95 | - | 99X | 115.20 | - |
| 34Y | 109.75 | 574 | 67X | 134.00 | - | 99Y | 115.25 | 658 |
| 35X | 109.80 | - | 67Y | 134.05 | - | 100X | 115.30 | - |
| 35Y | 109.85 | 576 | 68X | 134.10 | - | 100Y | 115.35 | 660 |
| 36X | 109.90 | 518 | 68Y | 134.15 | - | 101X | 115.40 | - |
| 36Y | 109.95 | 578 | 69X | 134.20 | - | 101Y | 115.45 | 662 |
| 37X | 110.00 | - | 69Y | 134.25 | - | 102X | 115.50 | - |
| 37Y | 110.05 | 580 | 70X | 112.30 | - | 102Y | 115.55 | 664 |
| 38X | 110.10 | 520 | 70Y | 112.35 | - | 103X | 115.60 | - |
| 38Y | 110.15 | 582 | 71X | 112.40 | - | 103Y | 115.65 | 666 |
| 39X | 110.20 | - | 71Y | 112.45 | - | 104X | 115.70 | - |
| 39Y | 110.25 | 584 | 72X | 112.50 | - | 104Y | 115.75 | 668 |
| 40X | 110.30 | 522 | 72Y | 112.55 | - | 105X | 115.80 | - |
| 40Y | 110.35 | 586 | 73X | 112.60 | - | 105Y | 115.85 | 670 |
| 41X | 110.40 | - | 73Y | 112.65 | - | 106X | 115.90 | - |
| 41Y | 110.45 | 588 | 74X | 112.70 | - | 106Y | 115.95 | 672 |
| 42X | 110.50 | 524 | 74Y | 112.75 | - | 107X | 116.00 | - |
| 42Y | 110.55 | 590 | 75X | 112.80 | - | 107Y | 116.05 | 674 |
| 43X | 110.60 | - | 75Y | 112.85 | - | 108X | 116.10 | - |
| 43Y | 110.65 | 592 | 76X | 112.90 | - | 108Y | 116.15 | 676 |
| 44X | 110.70 | 526 | 76Y | 112.95 | - | 109X | 116.20 | - |
| 44Y | 110.75 | 594 | 77X | 113.00 | - | 109Y | 116.25 | 678 |
| 45X | 110.80 | - | 77Y | 113.05 | - | 110X | 116.30 | - |
| 45Y | 110.85 | 596 | 78X | 113.10 | - | 110Y | 116.35 | 680 |
| 46X | 110.90 | 528 | 78Y | 113.15 | - | 111X | 116.40 | - |
| 46Y | 110.95 | 598 | 79X | 113.20 | - | 111Y | 116.45 | 682 |
| 47X | 111.00 | - | 79Y | 113.25 | - | 112X | 116.50 | - |
| 47Y | 111.05 | 600 | 80X | 113.30 | - | 112Y | 116.55 | 684 |
| 48X | 111.10 | 530 | 80Y | 113.35 | 620 | 113X | 116.60 | - |
| 48Y | 111.15 | 602 | 81X | 113.40 | - | 113Y | 116.65 | 686 |
| 49X | 111.20 | - | 81Y | 113.45 | 622 | 114X | 116.70 | - |
| 49Y | 111.25 | 604 | 82X | 113.50 | - | 114Y | 116.75 | 688 |
| 50X | 111.30 | 532 | 82Y | 113.55 | 624 | 115X | 116.80 | - |
| 50Y | 111.35 | 606 | 83X | 113.60 | - | 115Y | 116.85 | 690 |
| 51X | 111.40 | - | 83Y | 113.65 | 626 | 116X | 116.90 | - |
| 51Y | 111.45 | 608 | 84X | 113.70 | - | 116Y | 116.95 | 692 |
| 52X | 111.50 | 534 | 84Y | 113.75 | 628 | 117X | 117.00 | - |
| 52Y | 111.55 | 610 | 85X | 113.80 | - | 117Y | 117.05 | 694 |
| 53X | 111.60 | - | 85Y | 113.85 | 630 | 118X | 117.10 | - |
| 53Y | 111.65 | 612 | 86X | 113.90 | - | 118Y | 117.15 | 696 |
| 54X | 111.70 | 536 | 86Y | 113.95 | 632 | 119X | 117.20 | - |
| 54Y | 111.75 | 614 | 87X | 114.00 | - | 119Y | 117.25 | 698 |
| 55X | 111.80 | - | 87Y | 114.05 | 634 | 120X | 117.30 | - |
| 55Y | 111.85 | 616 | 88X | 114.10 | - | 120Y | 117.35 | - |
| 56X | 111.90 | 538 | 88Y | 114.15 | 636 | 121X | 117.40 | - |
| 56Y | 111.95 | 618 | 89X | 114.20 | - | 121Y | 117.45 | - |
| 57X | 112.00 | - | 89Y | 114.25 | 638 | 122X | 117.50 | - |
| 57Y | 112.05 | - | 90X | 114.30 | - | 122Y | 117.55 | - |
| 58X | 112.10 | - | 90Y | 114.35 | 640 | 123X | 117.60 | - |
| 58Y | 112.15 | - | 91X | 114.40 | - | 123Y | 117.65 | - |
| 59X | 112.20 | - | 91Y | 114.45 | 642 | 124X | 117.70 | - |
| 59Y | 112.25 | - | 92X | 114.50 | - | 124Y | 117.75 | - |
| 60X | 133.30 | - | 92Y | 114.55 | 644 | 125X | 117.80 | - |
| 60Y | 133.35 | - | 93X | 114.60 | - | 125Y | 117.85 | - |
| 61X | 133.40 | - | 93Y | 114.65 | 646 | 126X | 117.90 | - |
| 61Y | 133.45 | - | 94X | 114.70 | - | 126Y | 117.95 | - |
| 62X | 133.50 | - | 94Y | 114.75 | 648 | | | |
| 62Y | 133.55 | - | 95X | 114.80 | - | | | |

(35) COMM/NAV/WEATHER REMARKS:

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ABERDEEN MUNI (U36) 2 SW UTC-7(-6DT) N42°55.27' W112°52.85'SALT LAKE CITY
L-11C

4470 B NOTAM FILE BOI

RWY 06-24: H3650X50 (ASPH) MIRL

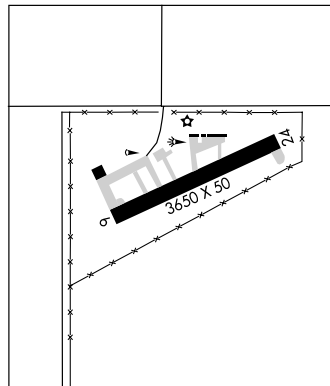
RWY 06: Road. RWY 24: Fence.

AIRPORT REMARKS: Attended irregularly Mon-Sat dalgt hrs.

Considerable agriculture ops during growing season. Irregular winter maintenance. +30' sprinkler and terrain at 230' from southwest end of rwy may be in position. Rwy 24 + 50' tree at 400', 125' left. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'
W112°39.13' 270° 10.5 NM to fld. 4433/17E.

**ALLEN H TIGERT** (See SODA SPRINGS)**AMERICAN FALLS** (U01) 2 NE UTC-7(-6DT) N42°47.84' W112°49.51'SALT LAKE CITY
L-11C

4419 B S4 FUEL 100LL, JET A NOTAM FILE BOI

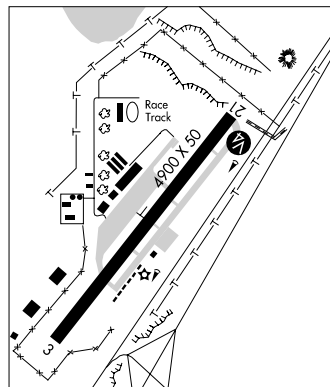
RWY 03-21: H4900X50 (ASPH) MIRL

RWY 03: Fence. RWY 21: TRCV(TRIL)—GA 3.5° TCH 24'. Hill.

AIRPORT REMARKS: Attended 1500-0100Z±. Ultralight, agriculture acft and helicopter ops during summer months. No line of sight between rwy ends. Irregular snow removal. ACTIVATE MIRL Rwy 03-21 and TRCV Rwy 21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'
W112°39.13' 223° 8.8 NM to fld. 4433/17E.

**ANTELOPE VALLEY** (See GROUSE)

ARCO-BUTTE CO (AOC) 3 SW UTC-7(-6DT) N43°36.21' W113°20.06'

SALT LAKE CITY

5332 B S2 FUEL 100LL NOTAM FILE BOI

H-3D, L-11C

RWY 06-24: H6600X75 (ASPH) S-300 MIRL

IAP

RWY 06: REIL. PAPI (P2L)—GA 3.0° TCH 40'.

RWY 24: REIL. PAPI (P2L)—GA 3.0° TCH 40'. P-line.

AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'

W112°39.13' 309° 53.2 NM to fld. 4433/17E.

NDB (MHW) 200 AOC N43°35.94' W113°20.53' at fld.

NOTAM FILE BOI. SHUTDOWN.

NDB unusable:

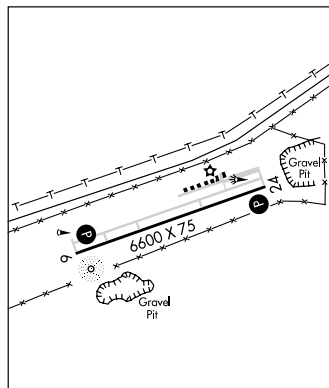
030°-121° byd 25 NM

122° byd 33 NM

123°-220° byd 25 NM

270°-030° byd 5 NM

220°-270° byd 10 NM



ASHTON N44°33.75' W111°26.68'

SALT LAKE CITY

RCD 123.625 (BOISE RADIO)

L-13C

ATLANTA

ATLANTA (55H) 1 NW UTC-7(-6DT) N43°48.81' W115°08.10'

SALT LAKE CITY

5500 NOTAM FILE BOI

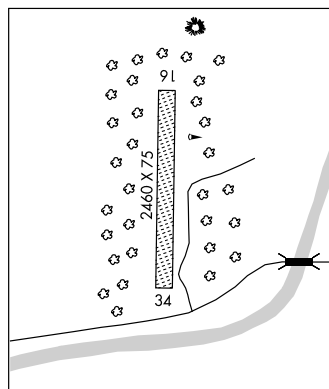
RWY 16-34: 2460X75 (TURF-DIRT)

RWY 16: Tree. RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. No winter maintenance. Recommended for use by mountain proficient pilots using high performance aircraft. Arpt is located in mountainous area; high timbered ridges limit maneuvering area. Land Rwy 34, depart Rwy 16. Approach up Boise River making right circling pattern over valley to check traffic at Greene arpt. Depart with right turnout down Boise River.

Announce Intentions on 122.9. No go-around due to rising terrain and trees. Rwy 16-34 edges and Rwy 34 thld marked with white rocks. Rwy 16 thld not defined. Ground vehicle traffic has access to rwy. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9



GRAHAM USFS (U45) 11 NW UTC-7(-6DT) N43°57.31' W115°16.36'

SALT LAKE CITY

5726 NOTAM FILE BOI

RWY 18-36: 2900X50 (TURF-GRVL)

RWY 18: Trees. RWY 36: Road.

AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. No winter maintenance. Recommend Idg Rwy 36; txf Rwy 18 when wind conditions allow. No line of sight between rwy ends. Rwy 18-36 lower one third of rwy soft and unusable during early spring. Rwy 18-36 thlds marked with rocks. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

WEATHERBY USFS (52U) 9 NW UTC-7(-6DT) N43°49.49' W115°19.91' **SALT LAKE CITY**
 4494 NOTAM FILE BOI
RWY 03-21: 2200X60 (TURF-GRVL)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. No winter maintenance. Arpt located in narrow river canyon subject to local turbulence caused by the terrain configuration. Recommended ldg Rwy 03; txf Rwy 21 when wind conditions allow. Rwy 03-21 thlds and edges marked with unpainted rocks. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

ATOMIC CITY

BIG SOUTHERN BUTTE (U46) 10 W UTC-7(-6DT) N43°25.96' W113°03.33' **SALT LAKE CITY**
 5073 NOTAM FILE BOI
RWY 01-19: 2600X110 (DIRT)
RWY 01: Ground. **RWY 19:** Road.
AIRPORT REMARKS: Unattended. Livestock on and in vicinity of arpt. Rwy 01-19 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 01-19 +1.5' berm and -1' ditch adjacent to entire perimeter of rwy. No winter maintenance. Rwy 01-19 edges and thlds marked with white rock.
COMMUNICATIONS: CTAF 122.9

COXS WELL (U48) 23 SW UTC-7(-6DT) N43°13.07' W113°13.65' **SALT LAKE CITY**
 5034 NOTAM FILE BOI
RWY 08-26: 2700X100 (TURF)
RWY 08: Road. **RWY 26:** Fence.
AIRPORT REMARKS: Unattended. Rwy 08-26 surface may be poor due to damage by livestock, ground vehicles and rodents. No winter maintenance. Rwy 08-26 edges and thlds marked with white rock.
COMMUNICATIONS: CTAF 122.9

MIDWAY (U37) 1 N UTC-7(-6DT) N43°27.22' W112°48.44' **SALT LAKE CITY**
 5017 NOTAM FILE BOI
RWY 02-20: 3800X175 (GRVL-DIRT)
RWY 02: Road. **RWY 20:** Road.
AIRPORT REMARKS: Unattended. No winter maintenance. First 1500' of Rwy 02 is dirt, remainder is gravel. Rwy 02-20 edges and thlds marked with white rocks.
COMMUNICATIONS: CTAF 122.9

BANCROFT MUNI (U51) 1 E UTC-7(-6DT) N42°43.25' W111°52.05' **SALT LAKE CITY**
 5435 NOTAM FILE BOI
RWY 07-25: 3280X30 (GRVL)
RWY 07: Road.
AIRPORT REMARKS: Unattended. CAUTION: Unmarked turf crosswind landing area located SE adjacent to rwy. No winter maintenance.
COMMUNICATIONS: CTAF 122.9

BEAR LAKE CO (See PARIS)

BEAR TRAP (See MINIDOKA)

BERNARD USFS (U54) 0 NE UTC-7(-6DT) N44°58.78' W114°44.09' **GREAT FALLS**
 3626 NOTAM FILE BOI
RWY 17-35: 1900X150 (TURF-DIRT)
RWY 17: Hill. **RWY 35:** Hill.
AIRPORT REMARKS: Unattended. No winter maintenance. Land Rwy 35, txf Rwy 17, no touch and go landing or stop and go ldgs. Go arounds not recommended due to steep rising terrain off N end of Rwy 17. Rwy 17-35 rwy edges and thresholds marked with white rock markers. Flying B arpt located ½ mile upstream. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

BIG CREEK (U60) 0 NE UTC-7(-6DT) N45°07.99' W115°19.31'

GREAT FALLS

5743 NOTAM FILE BOI

RWY 01-19: 3550X110 (TURF)

RWY 01: Road.

RWY 19: Trees.

AIRPORT REMARKS: Unattended. Big game animals on and in vicinity of arpt. Open to ski equipped acft in winter; acft use sides of strip during ski operations. Recommend land to south, takeoff to north when conditions allow. No winter maintenance. Be alert for sprinklers on rwy. Rwy 01-19 edges and thlds marked with white rock. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

BIG CREEK RANGER STATION**CABIN CREEK USFS** (U08) 17 E UTC-7(-6DT) N45°08.61' W114°55.74'

GREAT FALLS

4289 NOTAM FILE BOI

RWY 02-20: 1750X40 (TURF-DIRT)

RWY 02: Tree.

RWY 20: Hill.

AIRPORT REMARKS: Unattended. Big game animals and livestock on and in vicinity of rwy. Land Rwy 02, takeoff Rwy 20, go around not possible due to high terrain at end of Rwy 20. Rwy 02-20 15' wide bare dirt strip down center of rwy. No telephone avbl at arpt. Rubber water bar strips on rwy.

COMMUNICATIONS: CTAF 122.9

BIG SOUTHERN BUTTE (See ATOMIC CITY)**BLACKFOOT****MCCARLEY FLD** (U02) 1 N UTC-7(-6DT) N43°12.74' W112°20.80'

SALT LAKE CITY

4488 B S4 FUEL 100LL, JET A NOTAM FILE BOI

L-11C

RWY 01-19: H4314X75 (ASPH) S-12.5 MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 19: PAPI(P2L)—GA 3.0° TCH 37'. Tree.

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z±. Considerable air ground ops during growing season.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

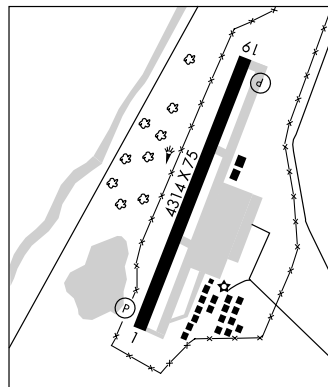
POCATELLO (H) VORTACW 112.6 PIH Chan 73 N42°52.22'

W112°39.13' 016° 24.3 NM to fld. 4433/17E.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

N43°31.14' W112°03.84' 199° 22.4 NM to fld.

4724/15E. NOTAM FILE IDA.

**BLISS** N42°54.99' W114°47.05'.

SALT LAKE CITY

RCO 122.4 (BOISE RADIO)

L-11C

BOISE AIR TERMINAL (GOWEN FLD) (BOI) 3 S UTC-7(-6DT) N43°33.86' W116°13.37'

SALT LAKE CITY

2871 B S2 FUEL 100LL, JET A1 + OX 1, 3 AOE Class I, ARFF Index B

H-1C, 3C, L-11B

NOTAM FILE BOI

IAP, AD

RWY 10L-28R: H10000X150 (ASPH-GRVD) S-100, D-210, ST-175, DT-446, DDT-947 HIRL**RWY 10L:** REIL. VASI(V4L)—GA 3.0° TCH 53'. Antenna. 0.5% up.**RWY 28R:** VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc. 0.3% down.**RWY 10R-28L:** H9763X150 (ASPH-PFC) S-100, D-210, ST-175, DT-430, DDT-994 HIRL CL**RWY 10R:** SSALR. TDZL. VASI(V4L)—GA 3.0° TCH 55'. Rgt tfc. 0.5% up.**RWY 28L:** MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended continuously. Extensive copter operations surface to 3500' within 1 NM E and W and 5 NM S of Rwy 10R-28L. Moderate migratory bird activity within 5 NM of the arpt Oct-Mar. Security requires PPR with fixed base operator due to locked gates and fencing between hours 0500-1400Z† for ingress/egress to arpt. Portions of Twy A and the northwest ramp not visible to twr. Do not use Twy Z for tkf roll on Rwy 10L. Rwy 28R midfield runway visual range avbl. Rwy 10R and Rwy 28L touchdown runway visual range avbl. Rwy 10R rollout runway visual range avbl. Flight Notification Service (ADCUS) available Mon-Fri 1500-0000Z†, weekends if notified by Thur 0000Z†.

WEATHER DATA SOURCES: ASOS (208) 388-4640**COMMUNICATIONS:** D-ATIS 123.9 UNICOM 122.95**BOISE RCO** 122.6 122.2 (BOISE RADIO)® **APP/DEP CON** 126.9 (North) 119.6 (South)**TOWER** 118.1 119.0 **GND CON** 121.7 **CLNC DEL** 125.9**AIRSPACE:** CLASS C svc ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.(H) **VORTACW** 113.3 BOI Chan 80 N43°33.17' W116°11.53' 281° 1.5 NM to fld. 2876/17E.

VOR portion unusable:

001°-044° byd 22 NM blo 11,000'

045°-071° byd 32 NM blo 12,500'

001°-044° byd 32 NM blo 14,500'

072°-084° byd 32 NM blo 10,500'

DME portion unusable:

010°-060° byd 12 NM blo 13,000'

348°-010° byd 20 NM blo 13,000'

010°-060° byd 27 NM blo 15,500'

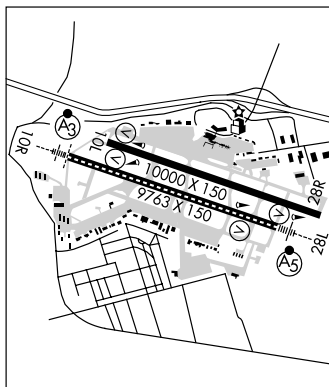
348°-010° byd 27 NM blo 15,500'

113°-155° byd 30 NM blo 7,000'

USTIK NDB (HW/LOM) 359 BO N43°35.81' W116°18.91' 099° 4.5 NM to fld.

ILS/DME 110.15 I-AAD Chan 38(Y) Rwy 28R. DME unusable byd 10 NM blo 6000', byd 12 NM blo 5500', byd 16 NM blo 6000'. GS unusable byd 6 NM blo 4700'. LOC unusable byd 10 NM blo 6000', byd 12 NM blo 5500', byd 13 NM blo 6200', byd 16 NM blo 6000', byd 20° right of course

ILS/DME 111.1 I-BOI Chan 48 Rwy 10R. Class IIE. LOM USTIK NDB. Localizer backcourse unusable byd 10° north and south side of course. Localizer backcourse unusable byd 10 NM blo 5900' and byd 15.1 NM blo 6800'.

**BONNERS FERRY****BOUNDARY CO** (65S) 2 NE UTC-8(-7DT) N48°43.56' W116°17.71'

GREAT FALLS

2337 B S3 FUEL 100LL, JET A NOTAM FILE BOI

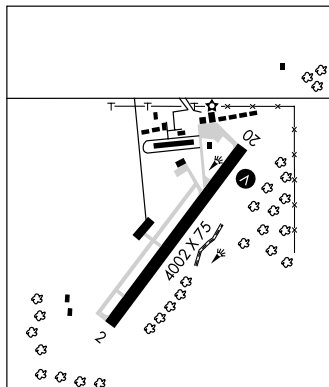
L-13B

RWY 02-20: H4002X75 (ASPH) S-25 MRL**RWY 20:** VASI(V2L)—GA 4.0° TCH 31'. Road.**AIRPORT REMARKS:** Attended Mon-Sat 1600-0100Z†, Sun

1600-2100Z†. ACTIVATE MRL Rwy 02-20, VASI Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLP.**MULLAN PASS (H) VORW/DME** 117.8 MLP Chan 125 47°27.42'

W115°38.76' 321° 80.5 NM to fld. 6100/20E. HIWAS.



BOUNDARY CO (See BONNERS FERRY)**BROOKS SPB** (See COEUR D'ALENE)**BRUCE MEADOWS** (See STANLEY)**BUHL MUNI** (U03) 2 W UTC-7(-6DT) N42°35.49' W114°47.80'

SALT LAKE CITY

3660 B S4 FUEL 100LL, MOGAS NOTAM FILE BOI

L-11C

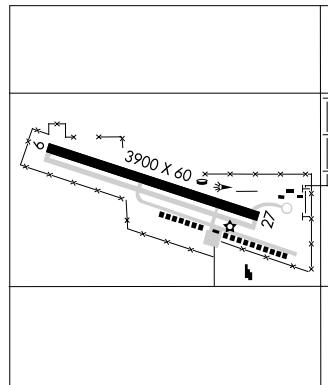
RWY 09-27: H3900X60 (ASPH) S-12.5 LIRL

RWY 09: P-line. RWY 27: Hiil.

AIRPORT REMARKS: Attended Tue-Sat 1530-0000Z†. Phone 208-543-8539 for svc when arpt unattended. Limit acft on Twy B and Twy C to 50' wingspan. ACTIVATE LIRL Rwy 09-27-CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 278° 15.2 NM to fld. 4140/18E.

**BURLEY** N42°34.82' W113°51.95' NOTAM FILE BYI.

SALT LAKE CITY

(L) VOR/DME 114.1 BYI Chan 88 100° 4.8 NM to Burley Muni. 4230/18E.

H-3C, L-11C

VOR/DME unusable

120°-150° byd 30 NM blo 15,000'

210°-230° byd 29 NM blo 11,000'

210°-230° byd 10 NM blo 7,000'

210°-230° byd 34 NM blo 13,000'

210°-230° byd 23 NM blo 8,800'

BURLEY MUNI (BYI) 1 NE UTC-7(-6DT) N42°32.56' W113°46.29'

SALT LAKE CITY

4150 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE BYI

L-11C

RWY 02-20: H4094X80 (ASPH) S-12.5, D-12.5 MIRL 0.3% up SW

IAP

RWY 02: VASI(V4L)-GA 3.5° TCH 40'. Thld dsplcd 620'. Road.

RWY 20: REIL. VASI(V2R)-GA 3.0° TCH 24'. Thld dsplcd 300'. Trees.

RWY 06-24: H4067X75 (ASPH) S-23 MIRL

RWY 06: Thld dsplcd 410'. Railroad.

RWY 24: VASI(V2R)-GA 3.0° TCH 47'. Poles.

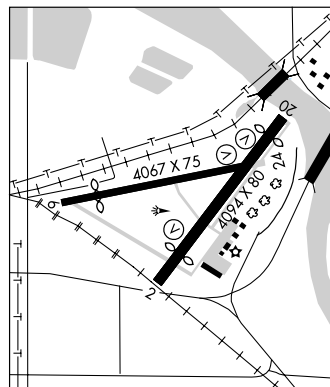
AIRPORT REMARKS: Attended sunrise to sunset. Birds in vicinity of all rwys, especially apch end Rwy 20 and apch end Rwy 24.

Agricultural activity between rwy and twy Apr thru Oct. Marked helipad on ramp in front of FBO building. ACTIVATE MIRL Rwy 02-20 and Rwy 06-24-CTAF. VASI Rwy 02, Rwy 20 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: ASOS 135.575 (208) 677-3604.**COMMUNICATIONS:** CTAF 122.9**CONNERS RCO** 122.05 (BOISE RADIO)**TWIN FALLS APP/DEP CON** 126.7 (1300-0400Z†)**SALT LAKE CENTER APP/DEP CON** 118.05 (0400-1300Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE BYI.

(L) VOR/DME 114.1 BYI Chan 88 N42°34.82'

W113°51.95' 100° 4.8 NM to fld. 4230/18E.

**CABIN CREEK USFS** (See BIG CREEK RANGER STATION)

CALDWELL INDUSTRIAL (EUL) 3 SE UTC-7(-6DT) N43°38.51' W116°38.15'

SALT LAKE CITY

2432 B S4 FUEL 100LL, JET A NOTAM FILE EUL

H-1C, L-11B

RWY 12-30: H5500X100 (ASPH) S-72, D-86, ST-109 MIRL

IAP

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Road.

RWY 30: PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.

AIRPORT REMARKS: Attended Mar-Oct 1500-0200Z†, Nov-Feb 1500-0000Z†. Parachute Jumping. + 363' radio tower located 1.4 miles north of arpt. General aviation acft use inner twy, outer twy reserved for helicopters. PAPI Rwy 12 and Rwy 30 opr continuously. MIRL Rwy 12-30 ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.075 (208) 454-3953.

COMMUNICATIONS: CTAF/UNICOM 122.7

SQUAW BUTTE RCO 122.45 (BOISE RADIO)

® BOISE APP/DEP CON 119.6

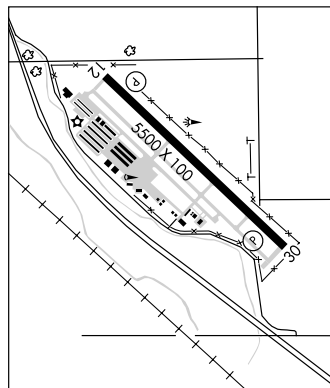
RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 269° 20.1 NM to fld. 2876/17E.

MERIDIAN NDB (MHW) 238 MPA N43°36.20' W116°32.34'

283° 4.8 NM to fld.



CAMAS CO (See FAIRFIELD)

CAREY (U65) 0 E UTC-7(-6DT) N43°18.53' W113°56.16'

SALT LAKE CITY

4783 NOTAM FILE BOI

RWY 07-25: 2650X170 (TURF)

RWY 07: Fence. RWY 25: Fence.

AIRPORT REMARKS: Unattended. Recommend land Rwy 25, tkf Rwy 07 when wind conditions permit. Be alert for sprinklers on rwy. Rwy 07-25 edges and thlds marked with concrete markers.

COMMUNICATIONS: CTAF 122.9

CASCADE (U70) 2 SE UTC-7(-6DT) N44°29.54' W116°00.89'

SALT LAKE CITY

4742 B S6 FUEL 100LL, JET A OX 2 NOTAM FILE BOI

L-13B

RWY 12-30: H4300X60 (ASPH) S-12.5 MIRL

RWY 30: Fence. Rgt tfc.

AIRPORT REMARKS: Attended Dec-Apr 1600-0000Z†, May-Nov 1500-0100Z†. To avoid apch/dep over town; land Rwy 30 and dep Rwy 12 when wind conditions permit. Rwy 12 and Rwy 30 rwy numbers and centerline not visible. Retro reflective reflectors on twys and ramp edges.

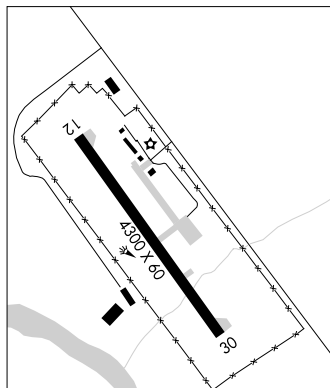
COMMUNICATIONS: CTAF 122.9

RCO 122.35 (BOISE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03'

W116°12.38' 134° 18.4 NM to fld. 7333/19E.



CAVANAUGH BAY (See COOLIN)

CAVANAUGH BAY**TANGLEFOOT SPB** (D28) 1 NW UTC-8(-7DT) N48°32.33' W116°49.93'

GREAT FALLS

2438 NOTAM FILE BOI

WATERWAY 15-33: 10000X2000 (WATER)

WATERWAY 15: Rgt tfc.

SEAPLANE REMARKS: Attended Apr-Oct dawn-dusk. Tie downs available at floating docks; parking avbl on beach. Rwy 15-33 +5' no wake buoy located in ldg area. Recommend landing seaplane waterway 15; departure seaplane waterway 33, when winds permit. Cavanaugh Bay arpt located adjacent south, announce intentions—CTAF.

COMMUNICATIONS: CTAF 122.9**CHALLIS****CHALLIS** (LLJ) 1 NE UTC-7(-6DT) N44°31.42' W114°13.08'

GREAT FALLS

L-13B

5072 B S4 FUEL 100, JET A NOTAM FILE LLJ

RWY 16-34: H4600X60 (ASPH) S-30 MIRL

RWY 16: Fence.

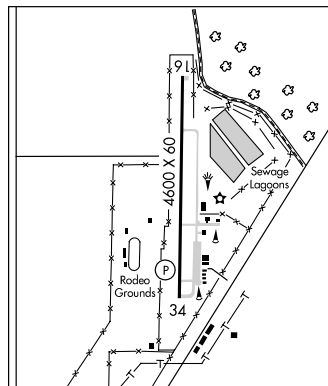
RWY 34: PAPI(P4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1400-0000Z. Deer on and in vicinity of arpt. Be alert helicopter ops adjacent southeast end of arpt. Recommend land Rwy 16, tkf Rwy 34 when wind conditions permit.

WEATHER DATA SOURCES: ASOS 119.275 (208) 879-5121. SAWRS**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE SMN.

SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28'

W114°05.06' 173° 30.4 NM to fld. 9258/18E.

**UPPER LOON CREEK USFS** (U72) 26 NW UTC-7(-6DT) N44°35.49' W114°49.39'

GREAT FALLS

5500 NOTAM FILE BOI

RWY 04-22: 2500X75 (TURF-DIRT)

RWY 04: Tree.

RWY 22: Trees.

AIRPORT REMARKS: Unattended. Recommend land Rwy 22; Tkf Rwy 04 when wind conditions permit. No winter maintenance. Recommended for experienced mountain pilots only. Rwy 04-22 edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9**CHAMBERLAIN USFS** (See CHAMBERLAIN GUARD STATION)**CHAMBERLAIN GUARD STATION****CHAMBERLAIN USFS** (U79) 0 E UTC-7(-6DT) N45°22.74' W115°11.81'

GREAT FALLS

5765 NOTAM FILE BOI

RWY 07-25: 4100X200 (TURF)

RWY 07: Trees.

RWY 25: Tree.

RWY 15-33: 2700X140 (TURF)

RWY 15: Hill.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Rwy 07-25 W 500' CLOSED indef. Rwy 07-25 rough sfc. No twy available. Arpt subject to temporary closure early spring due to soft rwys. Rwy 07-25 and Rwy 15-33 thlds marked and rwys outlined with yellow rocks. Rwy 15-33 has +2' pipe and -2' ditch across rwy North of rwy 07-25 intersection. No twy from rwy 15-33 to Campgrounds. Rwy 15 120' timbered hill 1200' on centerline. Some rodent activity on both rwys. No telephone avbl at arpt. Private Stone Breaker Arpt located 1 NM NE of Chamberlain USFS.

COMMUNICATIONS: CTAF 122.9

COEUR D'ALENE**BROOKS SPB** (S76) 0 SW UTC-8(-7DT) N47°40.33' W116°47.16'**GREAT FALLS**

2125 FUEL 100LL NOTAM FILE BOI

WATERWAY 11-29: 15000X2000 (WATER)**WATERWAY 11:** Rgt tfc.**WATERWAY 15-33:** 15000X2000 (WATER)**WATERWAY 15:** Rgt tfc.

SEAPLANE REMARKS: Attended 1700-dusk. Heavy boat tfc and parasail activity on and in vicinity of seaplane base ldg area. Fly patterns over lake, do not overfly city. Helicopter ops in vicinity of Seaplane Base. Ultralight acft operate in vicinity of SPB landing area. Adjacent boat marina may have dock space avbl.

COMMUNICATIONS: CTAF 122.9**COEUR D'ALENE-PAPPY BOYINGTON FLD** (COE) 9 NW UTC-8(-7DT)**GREAT FALLS**

N47°46.46' W116°49.18'

2320 B S4 FUEL 100, JET A OX 1, 2, 3, 4 Class IV, ARFF Index A NOTAM FILE COE

H-1C, L-13B**RWY 05-23:** H7400X100 (ASPH-GRVD) S-57, D-95, ST-121, DT-165 HIRL 0.6% up NE IAP**RWY 05:** MALSR. PAPI(P4R)—GA 3.0° TCH 56'.**RWY 23:** REIL. PAPI(P4R)—GA 3.0° TCH 50'.**RWY 01-19:** H5400X75 (ASPH) S-50, D-83, ST-105, DT-150

MIRL 0.3% up N

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Rgt tfc.**RWY 19:** PAPI(P2L)—GA 3.0° TCH 41'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±. For after hrs fuel-self svc avbl or call 208-772-6404, 208-661-4174, 208-661-7449, 208-699-5433. Self svc fuel avbl with credit card. 48 hr PPR for unscheduled ops with more than 30 passenger seats call arpt manager 208-446-1860. Migratory birds on and in/ov arpt Oct-Nov. Remote cntl airstrip is 2.3 miles west AER 05. Arpt conditions avbl on AWOS. Rwy 05 NSTD MALSR, thld bar extends 5' byd rwy edge lgts each side. ACTIVATE MIRL Rwy 01-19, HIRL Rwy 05-23, REIL Rwy 01 and Rwy 23, MALSR Rwy 05 and PAPI Rwy 01, Rwy 19, Rwy 05, and Rwy 23—CTAF. REIL Rwy 23 opr only when HIRL on high ints.

WEATHER DATA SOURCES: AWOS-3 135.075 (208) 772-8215.

HIWAS 108.8 COE.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.05 (BOISE RADIO)

® SPOKANE APP/DEP CON 132.1

AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE COE.

(T) VORW/DME 108.8 COE Chan 25 N47°46.42' W116°49.24' at fld. 2290/19E. HIWAS.

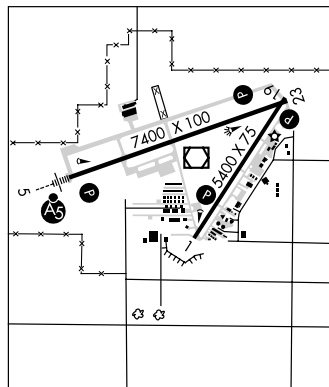
DME portion unusable:

220°-240° byd 15 NM

280°-315° byd 15 NM blo 11,000'.

POST FALLS NDB (MHW) 347 LEN N47°44.57' W116°57.66' 053° 6.0 NM to fld.

ILS 110.7 I-COE Rwy 05 Class ID. Post Falls NDB. Localizer unusable 25° left and right of course.

**MAGEE** (S77) 23 NE UTC-8(-7DT) N47°50.24' W116°15.81'**GREAT FALLS**

3002 NOTAM FILE BOI

RWY 18-36: 2450X150 (TURF)**RWY 18:** Thld dsplcd 300'. Brush. **RWY 36:** Hill.

AIRPORT REMARKS: Unattended. Rwy 18-36 north 100' CLOSED Apr 1-Jul 15. Rwy 18-36 first 300' of north end very rough. Heavy snowmobile activity during winter months. Rwy 18-36 edges and thlds marked with white rocks. Rwy 18 dsplcd thld marked with white rock markers. Recommend land Rwy 18; tkf Rwy 36 when wind conditions permit. No winter maintenance.

COMMUNICATIONS: CTAF 122.9**COLD MEADOWS USFS** (See COLD MEADOWS GUARD STATION)

COLD MEADOWS GUARD STATION**COLD MEADOWS USFS** (U81) 00 NW UTC-7(-6DT) N45°17.61' W114°56.72'

GREAT FALLS

7030 NOTAM FILE BOI

RWY 16-34: 4550X90 (TURF-DIRT)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Unattended. No winter maintenance. Rodent activity on and in vicinity of arpt. Big game animals and livestock on and in/ovf rwy. When wind conditions permit land Rwy 34 depart Rwy 16. Be advised U.S.

Forestry Service recommends left turn down Cotton Wood Creek after departing Rwy 16. Rwy 34 125' ridge at 350' and 200' left. Very high density altitude factor during summer months. Rwy 16-34 center 20' portion of rwy length is DIRT. Rwy may be soft in early spring. Rubber water bar strips on rwy. Rwy 16-34 unpainted rock boundary markers. Rwy 16-34 South 3500' very rough. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

CONNERS N42°21.61' W113°27.43'.

SALT LAKE CITY

RCO 122.05 (BOISE RADIO)

L-11C

COOLIN**CAVANAUGH BAY** (66S) 3 N UTC-8(-7DT) N48°31.12' W116°49.33'

GREAT FALLS

2484 NOTAM FILE BOI

RWY 15-33: 3100X120 (TURF)

RWY 15: Tree. Rgt tfc.

RWY 33: Tree.

AIRPORT REMARKS: Attended Jun-Aug, Thu-Mon, 1600-0100Z+. Watch for sprinklers on rwy. No line of sight between Rwy ends. Seaplane ops conducted in bay north and adjacent to arpt monitor CTAF. Rwy 15-33 edges and thlds marked with white rocks. No winter maintenance. Heavy snowmobiles activity during winter months.

COMMUNICATIONS: CTAF 122.9

COPPER BASIN (See MACKAY)**COTTONWOOD MUNI** (S84) 1 SE UTC-8(-7DT) N46°02.33' W116°19.89'

GREAT FALLS

3474 B NOTAM FILE BOI

RWY 07-25: H3100X50 (ASPH) MIRL

RWY 07: Fence.

RWY 25: PVASI(PSIR)—GA 5.0° TCH 50'.

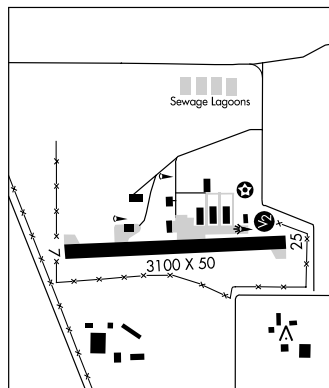
AIRPORT REMARKS: Attended irregularly. Rwy 07-25 marked with numbers only. ACTIVATE MIRL Rwy 07-25, PVASI Rwy 25 and windsock lgts—CTAF. ACTIVATE rotating beacon—CTAF.

COMMUNICATIONS: CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PUW.

PULLMAN (L) VORW/DME 109.0 PUW Chan 27 N46°40.46' W117°13.41' 116° 53.2 NM to fld. 2720/20E. HIWAS.
DME unmonitored.



COUNCIL MUNI (U82) 1 NW UTC-7(-6DT) N44°45.02' W116°26.70'

GREAT FALLS

2963 B S2 FUEL 100LL NOTAM FILE BOI

L-13B

Rwy 17-35: H3600X60 (ASPH) S-12.5 MIRL

Rwy 17: Brush.

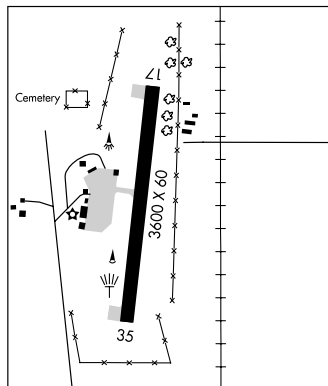
AIRPORT REMARKS: Unattended. Arpt surrounded by mountains all quadrants. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

CASCADE RCO 122.35 (BOISE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 245° 10.3 NM to fld. 7333/19E.



COXS WELL (See ATOMIC CITY)

CRAIGMONT MUNI (S89) 0 N UTC-8(-7DT) N46°14.86' W116°28.76'

GREAT FALLS

3805 B S2 NOTAM FILE BOI

Rwy 07-25: H2800X50 (ASPH) MIRL

Rwy 25: Thld dspcd 300'. Ground.

AIRPORT REMARKS: Attended Apr-Oct dalgt hours, Nov-Mar irregularly. CLOSED during heavy snowfall. Heavy crop dusting operations Mar 1-July 31. Recommend landing Rwy 25, departing Rwy 07, when wind conditions permit. Rwy 25 thld dspcd 300' at ngt, marked with dspcd thld lights and rwy markings.

COMMUNICATIONS: CTAF 122.9

DIXIE USFS (A05) 3 SW UTC-8(-7DT) N45°31.24' W115°31.06'

GREAT FALLS

5148 NOTAM FILE BOI

Rwy 18-36: 4500X100 (TURF)

Rwy 18: Trees. Rwy 36: Hill.

AIRPORT REMARKS: Unattended. Airstrip is located in high timber mountain basin. Base heliport for initial attack fire suppression, 1 copter working Jun-Sep. Recommend landing Rwy 36; when wind conditions permit. Recommend departure Rwy 18, make right turn down Crooked Creek after departure. No winter maintenance. No telephone avbl at arpt. Rwy 18-36 ends marked with logs painted white.

COMMUNICATIONS: CTAF 122.9

DONALD D. COSKI MEM (See DONNELLY)

DONNELLY N44°46.03' W116°12.38' NOTAM FILE MYL.

GREAT FALLS

(H) VORTACW 116.2 DNJ Chan 109 012° 8.6 NM to McCall Muni. 7333/19E.

H-1C, L-13B

DONNELLY

DONALD D. COSKI MEM (U84) 1 W UTC-7(-6DT) N44°43.74' W116°05.56'

GREAT FALLS

4860 NOTAM FILE BOI

Rwy 18-36: 2500X125 (TURF)

Rwy 18: Trees. Rwy 36: Trees.

AIRPORT REMARKS: Unattended. No winter maintenance. Recommend land Rwy 36 and take off Rwy 18 when wind conditions permit. No telephone avbl at arpt. Rwy 18-36 may not be mowed full width.

COMMUNICATIONS: CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO).

DOWNEY (HYDE MEM) (U58) 1E UTC-7(-6DT) N42°25.45' W112°06.57'

SALT LAKE CITY

4906 B NOTAM FILE BOI

L-11D

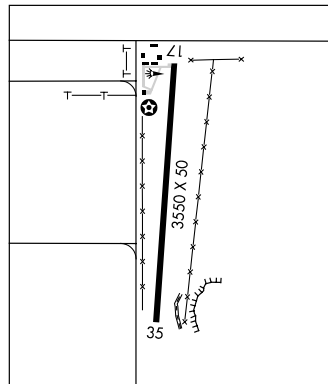
RWY 17-35: H3550X50 (ASPH) LIRL

RWY 17: Tank. RWY 35: Road.

AIRPORT REMARKS: Unattended. Farm machinery to 20' high may be located within 500' of apch to Rwy 17. For LIRL Rwy 17-35 and rotating beacon—key 122.8, five times.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLD.

MALAD CITY (H) VOR/DME 117.4 MLD Chan 121 N42°11.99' W112°27.07' 031° 20.3 NM to fld. 7330/17E.

**DRIGGS-REED MEM** (DIJ) 1N UTC-7(-6DT) N43°44.55' W111°05.87'

SALT LAKE CITY

6229 B S4 FUEL 100LL, JET A, OX 2 NOTAM FILE DIJ

H-3D, L-11D

RWY 03-21: H7302X75 (ASPH) S-30, D-60 MIRL 1.2% up NE

IAP

RWY 03: PAPI(P4L)—GA 3.0 TCH 45'.

RWY 21: REIL. PAPI(P4L)—GA 3.0 TCH 40'. Road. Rgt tfc.

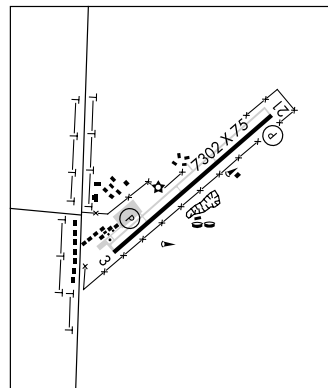
AIRPORT REMARKS: Attended Oct-May 1500-0000Z, Jun-Sep 1400-0200Z. After hrs call 208-354-3100. Sailplane ops, heavy during summer months. Gliders use right traffic for Rwy 03 and left traffic for Rwy 21. Median between Rwy 03-21 and parallel twy not authorized for ldgs and takeoffs. ACTIVATE MIRL Rwy 03-21 and REIL Rwy 21—CTAF. PAPI Rwy 03 and 21 ops 24 hrs.

WEATHER DATA SOURCES: ASOS 120.775 (208) 354-6661.**COMMUNICATIONS:** CTAF/UNICOM 122.7

SALT LAKE CENTER APP/DEP CON 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33' W112°12.56' 098° 52.5 NM to fld. 4915/15E.

**DUBOIS** N44°05.33' W112°12.56' NOTAM FILE BOI.

SALT LAKE CITY

(H) VORTACW 116.9 DBS Chan 116 206° 19.1 NM to Mud Lake (West Jefferson Co). 4915/15E.

H-1D, L-11D

DUBOIS MUNI (U41) 1SE UTC-7(-6DT) N44°09.74' W112°13.24'

SALT LAKE CITY

5123 NOTAM FILE BOI

RWY 16-34: 4600X100 (TURF)

RWY 16: Road. RWY 34: Rgt tfc.

AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 16-34 is centered between boundary markers. Rwy 16-34 cone boundary markers 125' each side of rwy centerline and wood panels across both thlds. Rwy 16 +6' fence at 100' and 250' from thld on centerline. +75' steeple 1400' from thld, 100' left.

COMMUNICATIONS: CTAF 122.9**ECKHART INTL** (See PORTHILL)

ELK CITY (S90) 0 SW UTC-8(-7DT) N45°49.36' W115°26.39'

GREAT FALLS

4097 S2 NOTAM FILE BOI

RWY 14-35: 2600X150 (TURF-GRVL)

RWY 14: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Land Rwy 14, tkf Rwy 35 when wind condition allow. Rwy 14-35 is a curved rwy. Rwy 14-35 50' usable width. Rwy 14-35 may not be mowed to full width. Rwy 14 thld is not defined. Rwy not maintained in winter.

COMMUNICATIONS: CTAF 122.9

EMMETT MUNI (S78) 3 SW UTC-7(-6DT) N43°51.16' W116°32.35'

SALT LAKE CITY

2350 B FUEL 100LL NOTAM FILE BOI

L-11B

RWY 10-28: H3250X50 (ASPH) S-8 MIRL

RWY 10: Thld dsplcd 385'.

RWY 28: Thld dsplcd 260'. Fence.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self serve credit card.

Golf course on both sides of rwy. Golf course road crosses near

Rwy 28 thld. Watch for golfers on rwy. 1800X20 private GRVL

agriculture rwy located adjacent NW of arpt. Rwy 28 dsplcd thld

marked with white bar and white chevrons only.

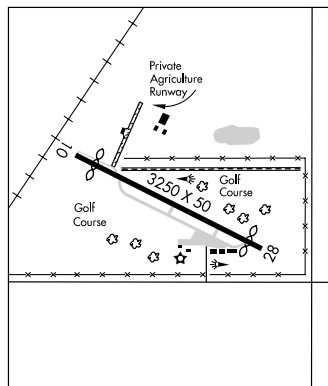
COMMUNICATIONS: CTAF 122.9

SQUAW BUTTE RCO 122.45 (BOISE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 303° 23.5 NM to fld. 2876/17E.



FAIRFIELD

CAMAS CO (U86) 0 S UTC-7(-6DT) N43°20.51' W114°47.90'

SALT LAKE CITY

5058 NOTAM FILE BOI

RWY 07-25: 2950X40 (DIRT)

RWY 07: Road.

RWY 25: P-line.

AIRPORT REMARKS: Unattended. Irregular winter maintenance and snow removal, check rwy condition before using.

COMMUNICATIONS: CTAF 122.9

FISH LAKE (USFS) (S92) 0 E UTC-8(-7DT) N46°19.81' W115°03.79'

GREAT FALLS

5646 NOTAM FILE BOI

RWY 04-22: 2650X50 (TURF)

RWY 04: Hiil.

RWY 22: Brush.

AIRPORT REMARKS: Unattended. No winter maintenance. Do not park acft in front of USFS administrative site. Rwy 04-22 soft when wet. Land Rwy 22 take off Rwy 04 no touch and go landings or stop and go landings, go arounds not recommended due to steep rising terrain off west end of Rwy 04-22. Rwy 04-22 additional 400' of length available for takeoff on the end of Rwy 04. Down drafts prevalent over lake. Ctc USFS arpt manager 208-983-4060 for briefings and rwy conditions. Recommend early morning and late evening operations during summer months. Normally mowed to a usable width of 50'-75'. Rwy 22 end marked with concrete 'T' marker. Rwy 04 and Rwy 22 ends marked with orange cones. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

FRIEDMAN MEM (See HAILEY)

GALENA**SMILEY CREEK** (U87) 6 NW UTC-7(-6DT) N43°54.73' W114°47.76'

SALT LAKE CITY

7160 NOTAM FILE BOI

RWY 14-32: 4900X150 (TURF)

RWY 14: Fence.

RWY 32: Fence.

AIRPORT REMARKS: Unattended. No winter maintenance. Extremely high density altitude conditions exist during summer months. Recommend land Rwy 14, tkf Rwy 32, when wind conditions allow. Be alert for sprinklers/stand pipes on edge of rwy. Rwy 14-32 edges and thlds marked with white rock.

COMMUNICATIONS: CTAF 122.9**GARDEN VALLEY** (U88) 2 SE UTC-7(-6DT) N44°04.02' W115°55.88'

SALT LAKE CITY

3177 NOTAM FILE BOI

RWY 10-28: 3850X125 (TURF)

RWY 10: Fence.

RWY 28: Fence.

AIRPORT REMARKS: Unattended. USFS heliport opns adjacent to SE end of arpt. Watch for sprinkler heads on rwy. Arpt located in mountain valley. No winter maintenance. Recommend landing Rwy 10, takeoff Rwy 28, if winds allow. Rwy 10-28 edges and thresholds marked with white rocks. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9**GLENGARY****LAKE PEND OREILLE SPB** (S96) 1 SE UTC-8(-7DT) N48°13.00' W116°21.64'

GREAT FALLS

2062 B NOTAM FILE BOI

WATERWAY 14-32: 15000X4000 (WATER)

SEAPLANE REMARKS: Attended continuously. Unmarked helipad located on beach to the west adjacent to docks with non-standard helicopter VASI located on winch platform. Helicopter operation on and in vicinity of Seaplane Base.

COMMUNICATIONS: CTAF/UNICOM 122.8**GLENNS FERRY MUNI** (U89) 1 SW UTC-7(-6DT) N42°56.62' W115°19.81'

SALT LAKE CITY

2536 B NOTAM FILE BOI

L-11C

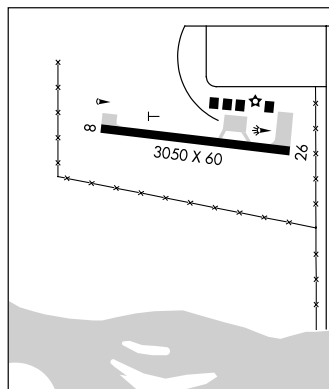
RWY 08-26: H3050X60 (ASPH) MIRL

RWY 26: Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 distance to go markers every 1000' south side of rwy. Rwy 08-26 white reflectors on both edges of rwy; green reflectors on both thlds. Roating bcn OTS indef. ACTIVATE MIRL Rwy 08-26—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 289° 46.4 NM to fld. 4140/18E.



GOODING MUNI (GNG) 3 SW UTC-7(-6DT) N42°55.03' W114°45.91'

SALT LAKE CITY

3732 B S4 FUEL 100LL, JET A NOTAM FILE BOI

L-11C

RWY 07-25: H4745X75 (ASPH) S-12.5 MIRL 1.4% up NE

IAP

RWY 07: Road.

AIRPORT REMARKS: Attended 1500-0000Z+. For arpt attendant after hours call 208-539-5934 or 208-934-8298. Considerable helicopter ops. ACTIVATE MIRL Rwy 07-25—CTAF. 3 clicks medium ints-5 clicks high ints.

COMMUNICATIONS: CTAF/UNICOM 122.8

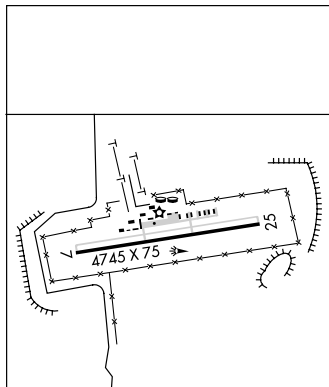
BLISS RCO 122.4 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' 317° 28.9 NM to fld. 4140/18E.

STEELHEAD NDB (MHW) 211 HDG N42°54.97' W114°40.45' 255° 4.0 NM to fld. NOTAM FILE BOI.



GRAHAM USFS (See ATLANTA)

GRANGEVILLE

IDAHO CO (S80) 1 N UTC-8(-7DT) N45°56.55' W116°07.41'

GREAT FALLS

3314 B S2 FUEL 100LL, JET A NOTAM FILE BOI

H-1C, L-13B

RWY 07-25: H5101X75 (ASPH) S-75, D-95, DT-145 MIRL 0.5% up E

IAP

RWY 07: REIL. Thld dspcd 100'. Road.

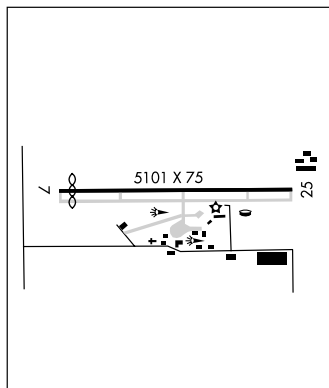
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fueling facility. Considerable USFS Fire retardant ops during summer months. Parachute activity May thru Aug. ACTIVATE REIL Rwy 07—CTAF.

COMMUNICATIONS: CTAF 122.9

® SEATTLE CENTER APP/DEP CON 123.95

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 344° 70.6 NM to fld. 7333/19E.



GRASMERE (U91) 0 S UTC-7(-6DT) N42°22.40' W115°52.77'

SALT LAKE CITY

5134 NOTAM FILE BOI

RWY 05-23: 2750X150 (DIRT)

RWY 05: Fence.

AIRPORT REMARKS: Unattended. Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05, 4' fence at 90' on centerline, 7' road at 150' on center, 65' marked powerline at 900' on centerline. Rwy 05-23 edges and thlds marked with white rocks. No winter maintenance. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

GROUSE**ANTELOPE VALLEY** (U92) 1 W UTC-7(-6DT) N43°40.63' W113°36.16'**SALT LAKE CITY**

6180 NOTAM FILE BOI

RWY 05-23: 3450X130 (TURF)**RWY 05:** Road. **RWY 23:** P-line.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. No winter maintenance. Recommend ldg Rwy 05; txf Rwy 23 when wind conditions allow. Arpt located in mountain valley surrounded by high terrain. Rwy 05-23 edges and thld marked with white rock. +5' sagebrush adjacent to both rwy edges and Rwy 05 thld.

COMMUNICATIONS: CTAF 122.9**HAILEY** N43°19.75' W114°14.55' NOTAM FILE SUN.**SALT LAKE CITY****NDB/DME (MHW)** 220 HLE Chan 25 332° 10.8 NM to Friedman Mem. NDB unmonitored.**L-11C**

DME unmonitored.

NDB portion unusable:

310°-350° byd 6 NM

DME unusable:

280°-080° byd 12NM

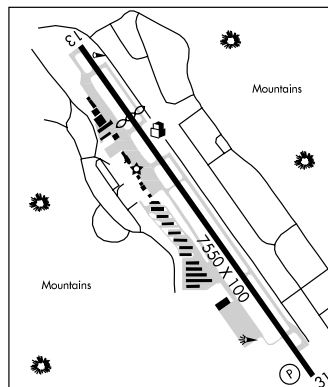
080°-280°.

RCO 122.4 (BOISE RADIO)**HAILEY****FRIEDMAN MEM** (SUN) 1 SE UTC-7(-6DT) N43°30.23' W114°17.73'**SALT LAKE CITY**5318 B S4 **FUEL** 100LL, JET A1 + OX 1, 3 Class I, ARFF Index A NOTAM FILE SUN**H-3C, L-11C****RWY 13-31:** H7550X100 (ASPH-GRVD) S-65, D-95, DT-150 HIRL 0.8% up NW**IAP, AD****RWY 13:** Thld dsplcd 1701'. Road.**RWY 31:** PAPI(P4L)—GA 3.5° TCH 55'. Tree.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 13:** TORA-7150 TODA-7550 ASDA-7150 LDA-5450**RWY 31:** TORA-5850 TODA-7550 ASDA-6631 LDA-6631**AIRPORT REMARKS:** Attended dawn-dusk. Fuel avbl after dusk PPR

208-788-9511. Airfield sfc conditions not monitored between the hours of 0600Z and 1400Z. Bird activity SE end Rwy 31. When twr closed land Rwy 31—tkf Rwy 13 due to opposite direction traffic; use landing lights in traffic pattern. Due to opposite traffic: approach Rwy 31 along E side of valley; depart Rwy 13 along W side of valley: show landing light. Ctc aprt manager 208-788-4956 or 208-788-3702 for noise abatement procedures. APU ops ltd to 30 minutes maximum run time. Not recommended for night use or in marginal weather by unfamiliar pilots due to mountainous terrain. Twy A open between Twys A2 and A3 daylight hours only. Twys A-5 and B-5 restricted to acft with wingspans of 49' or less (Acft Design Group I) only. PPR for all unscheduled acft ops utilizing acft with a type certificate for more than 30 passenger seats. PPR for all scheduled air carrier ops between 0600-1300Z call aprt manager 208-788-4956. No locked brake turns. ACTIVATE HIRL Rwy 13-31—CTAF when twr clsd. PAPI Rwy 31 opr 24 hrs. Ldg fee for acft greater than 6,000 lbs.

WEATHER DATA SOURCES: AWOS-3 128.225 (208) 788-9213. LAWRS.**COMMUNICATIONS:** CTAF 125.6 ATIS 128.225 (208) 788-2108 UNICOM 122.95**HAILEY RCO** 122.4 (BOISE RADIO)**SALT LAKE CENTER APP/DEP CON** 118.05.**HAILEY TOWER** 125.6 (1400-0600Z) **GND CON** 121.7**AIRSPACE:** CLASS D svc 1400-0600Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BYI.**BURLEY (L) VOR/DME** 114.1 BYI Chan 88 N42°34.82' W113°51.95' 323° 58.6 NM to fld. 4230/18E.**HAILEY NDB/DME (MHW)** 220 HLE Chan 25 N43°19.75' W114°14.55' 332° 10.8 NM to fld. NOTAM FILE

SUN. NDB unmonitored. DME unmonitored.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

MAGIC RESERVOIR (U93) 15 SW UTC-7(-6DT) N43°16.84' W114°23.78' SALT LAKE CITY
 4844 NOTAM FILE BOI
RWY 03-21: 4000X100 (TURF-GRVL)
RWY 03: Road. **RWY 21:** Fence.
RWY 09-27: 1750X100 (TURF)
RWY 09: Sign. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. No winter maintenance. When wind conditions allow, land Rwy 03 or Rwy 09, tkf Rwy 21 or Rwy 27 to avoid flying over resort area. Rwy 09-27 no line of sight between rwy ends. Rwy 03-21 edges and thld marked with white rocks. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

HAZELTON MUNI (U94) 1 S UTC-7(-6DT) N42°34.57' W114°08.16' SALT LAKE CITY
 4172 NOTAM FILE BOI
RWY 06-24: 2800X90 (GRVL)
RWY 06: Road. **RWY 24:** Tank.
AIRPORT REMARKS: Unattended. No winter maintenance. Rwy 06-24 no line of sight between rwy ends. Rwy 06-24 has a 300' grvl stopway on northeast end.
COMMUNICATIONS: CTAF 122.9

HENRY'S LAKE (See LAKE)

HOLLOW TOP (See MARTIN)

HOMEDALE MUNI (S66) 1 SE UTC-7(-6DT) N43°36.88' W116°55.29' SALT LAKE CITY
 2210 S1 NOTAM FILE BOI
RWY 13-31: H2900X50 (ASPH) S-6 LIRL (NSTD)
RWY 13: Thld dspcd 335'. Brush.
AIRPORT REMARKS: Unattended. No telephone avbl at arpt. Rwy 13-31 first 600' Rwy 31—LIRL; Rwy 31 has low ints thld lgts.
COMMUNICATIONS: CTAF 122.9

HOWE (U97) 4 NW UTC-7(-6DT) N43°50.34' W113°02.80' SALT LAKE CITY
 4930 NOTAM FILE BOI
RWY 13-31: 3800X25 (GRVL)
RWY 13: Road. **RWY 31:** Road.
AIRPORT REMARKS: Unattended. Arpt used heavily by spray planes during summer. +15' to +20' farm machinery may be parked on apch to Rwy 13; 230' from end of rwy. Rwy 13 +12' sprinkler may be in position at 200' on centerline. Rwy 31 thld defined with white blocks and reflectors.
COMMUNICATIONS: CTAF 122.9

IDAHO CITY USFS (U98) 1 SW UTC-7(-6DT) N43°49.24' W115°51.06' SALT LAKE CITY
 3920 NOTAM FILE BOI
RWY 03-21: 3400X50 (GRVL-TURF)
RWY 03: Trees. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. Recommend land Rwy 03, tkf Rwy 21 when wind conditions permit. West 700' of rwy is turf, remainder is grvl. Rwy 03-21 edges and thlds marked with white rock. No winter maintenance. No telephone avbl at arpt.
COMMUNICATIONS: CTAF 122.9

IDAHO CO (See GRANGEVILLE)

IDAHO FALLS RGNL (IDA) 2 NW UTC-7(-6DT) N43°30.82' W112°04.25'**SALT LAKE CITY**4744 B S4 FUEL 100LL, JET A1 OX 1, 2, 3, 4 TPA-See remarks Class I, ARFF Index B H-3D, L-11D
NOTAM FILE IDA IAP, AD**RWY 02-20:** H9002X150 (ASPH-GRVD) S-140, D-175, ST-175, DT-270 HIRL**RWY 02:** REIL. VASI(V4L)—GA 3.0° TCH 50'.**RWY 20:** MALSR. PAPI(P4L)—GA 3.0° TCH 49'.**RWY 17-35:** H4051X75 (ASPH) S-43, D-58 MIRL**RWY 17:** PAPI(P4L)—GA 3.0° TCH 40'.**RWY 35:** PAPI(P4L)—GA 3.5° TCH 45'. Antenna.

AIRPORT REMARKS: Attended 1200-0600Z†. Flocks of birds and waterfowl on and in/ov arpt all year. Extensive agricultural ops. Acft ops be alert for possible incursions, no line of sight between rws. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208-529-1221. TPA-6244 (1500) multi-engine/turbojet acft, 5744 (1000) single-engine acft, 5244 (500) rotorcraft. Rwy 20 touchdown runway visual range avbl. When twr is clsd, Twy A between Twy A1 and the hold short line for Rwy 17 is clsd in order to protect Rwy 20 precision apchs. When twr clsd, ACTIVATE HIRL Rwy 02-20, REIL Rwy 02 and MALSR Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 135.325 (208) 524-4553 or (208) 524-6048.

COMMUNICATIONS: CTAF 118.5 ATIS 135.325 (208) 524-6048.

UNICOM 122.95

RCO 122.55 (BOISE RADIO)

Ⓡ **SALT LAKE CENTER APP/DEP CON** 128.35

TOWER 118.5 (1400-0300Z†) **GND CON** 121.7 **CLNC DEL** 121.7 (1400-0300Z†)

128.35 (SALT LAKE CITY CENTER 0300-1400Z†)

AIRSPACE: CLASS D svc 1400-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.

(H) **VORW/DME** 113.85 IDA Chan 85(Y) N43°31.14' W112°03.84' at fld. 4724/15E.

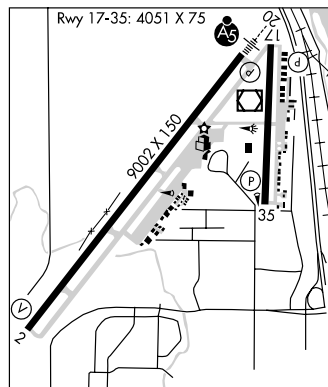
SWEDEN NDB (MHW) 350 SWU N43°25.93' W112°09.75' 024° 6.3 NM to fld.

NDB unusable 025°-080° beyond 20 NM all altitudes.

UCONN NDB (LOM) 324 ID N43°35.87' W111°58.84' 201° 6.4 NM to fld.

ILS/DME 111.1 I-IDA Chan 48 Rwy 20 Class IB. LOM UCONN NDB.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

**INDIAN CREEK USFS** (S81) 0 NE UTC-7(-6DT) N44°45.67' W115°06.44'**GREAT FALLS**

4701 NOTAM FILE BOI

RWY 04-22: 4650X40 (DIRT)**RWY 04:** Tree.**RWY 22:** Tree.

AIRPORT REMARKS: Unattended. No winter maintenance. Tfc observance in vicinity of Pistol Creek Arpt located 2.5 miles upstream. Be advised USFS recommends, when departing up or down stream remain in main canyon. Do not attempt to climb outside canyons. Rwy 04-22 edges and thlds marked with white rocks, Rwy 04-22 40' useable width, rwy edge markers are 100' apart.

COMMUNICATIONS: CTAF 122.9

JEROME CO (JER) 3 E UTC-7(-6DT) N42°43.60' W114°27.40'

SALT LAKE CITY

4053 B S4 FUEL 100LL, JET A NOTAM FILE JER

H-3C, L-11C

RWY 09-27: H5001X75 (ASPH) S-12.5 MIRL 1.8% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 27: Fence.

AIRPORT REMARKS: Attended continuously. Deer and wildlife on arpt.

CAUTION: Tower 688' AGL located 1.5 E of arpt. Reflectors on parallel twy. ACTIVATE MIRL Rwy 09-27 and arpt bcn—CTAF.

WEATHER DATA SOURCES: ASOS 135.225 (208) 324-7076.

COMMUNICATIONS: CTAF/UNICOM 122.8

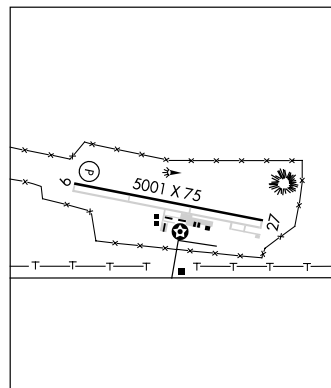
TWIN FALLS APP/DEP CON 126.7 (1300-0400Z‡)

SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79'

W114°29.37' 348° 14.9 NM to fld. 4140/18E.



JOHNSON CREEK (See YELLOW PINE)

JOSLIN FLD—MAGIC VALLEY RGNL (See TWIN FALLS)

KAMIAH MUNI (S73) 1 SE UTC-8(-7DT) N46°13.19' W116°00.83'

GREAT FALLS

1194 TPA—2194(1000) NOTAM FILE BOI

RWY 14-32: 3000X90 (TURF) LIRL (NSTD)

RWY 14: Brush. Rgt tfc. RWY 32: Fence.

AIRPORT REMARKS: Attended irregularly. Numerous obstructions on both rwy apchs. Downdrafts prevalent over river on Rwy 32 apch. Canadian geese on and in vicinity of arpt. Not recommended transient pilots land after dark without first becoming familiar with arpt due to high terrain 0.5 mi from rwy. For rwy conditions during winter months call arpt manager 208-935-0089. ACTIVATE LIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9

KELLOGG

SHOSHONE CO (S83) 3 W UTC-8(-7DT) N47°32.84' W116°11.32'

GREAT FALLS

2223 B S3 FUEL 100LL TPA—3223(1000) NOTAM FILE BOI

H-1C, L-13B

RWY 07-25: H5500X75 (ASPH) S-14 MIRL

RWY 07: Tree. Rgt tfc. RWY 25: Thid dsplcd 1000'. Tree.

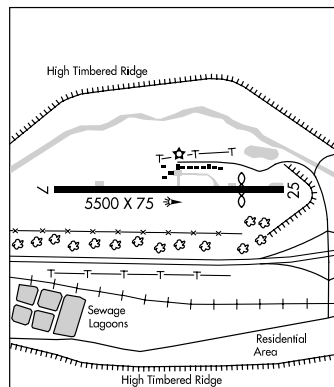
AIRPORT REMARKS: Attended daylight hours. ACTIVATE MIRL Rwy 07-25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLP.

MULLAN PASS (H) VORW/DME 117.8 MLP Chan 125 N47°27.42'

W115°38.76' 264° 22.7 NM to fld. 6100/20E. HIWAS.



KETCHUM**TWIN BRIDGES** (U61) 22 NE UTC-7(-6DT) N43°56.62' W114°06.62'**SALT LAKE CITY**

6893 NOTAM FILE BOI

RWY 03-21: 4450X100 (TURF)**RWY 03:** Berm.**RWY 21:** Hill.

AIRPORT REMARKS: Unattended. Rwy 03-21 SW 560' rutted and unusable. Rwy 03-21 -1' ditch and +1' and 2' dirt berm entire perimeter of rwy. No winter maintenance. Arpt located in high mountain valley surrounded by high mountains. Be alert arpt subject to ongoing damage by livestock, ground vehicles and rodents. Rwy 03-21 edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9**KIMAMA****LAIDLAW CORRALS** (U99) 12 N UTC-7(-6DT) N43°02.22' W113°44.02'**SALT LAKE CITY**

4427 NOTAM FILE BOI

RWY 07-25: 2250X130 (TURF)**RWY 07:** Hill.**RWY 25:** Road.

AIRPORT REMARKS: Unattended. Rwy 07-25 surface subject to ongoing damage by rodents, ground vehicles and livestock. Rwy 07-25 edges and thlds marked with white rocks. No winter maintenance. Rwy 25 +15' road 30'-50' left.

COMMUNICATIONS: CTAF 122.9**KOOSKIA MUNI** (S82) 1 S UTC-8(-7DT) N46°07.96' W115°58.73'**GREAT FALLS**

1263 NOTAM FILE BOI

RWY 14-32: 1900X100 (TURF)**RWY 14:** Road.**RWY 32:** Road.

AIRPORT REMARKS: Unattended. Rwy 14-32 road crosses rwy near center. Geese on and invof arpt. Numerous obstructions in all quadrant around arpt. Rwy 14-32 width varies due to mowing and maintenance. Rwy 32 thld marked with red reflectors.

COMMUNICATIONS: CTAF 122.9**KRASSEL** (See MC CALL)**LAIDLAW CORRALS** (See KIMAMA)**LAKE (ISLAND PARK)****HENRY'S LAKE** (U53) 3 SE UTC-7(-6DT) N44°38.09' W111°20.56'**GREAT FALLS**

6596 NOTAM FILE BOI

RWY 06-24: 4600X170 (TURF)**RWY 06:** Fence.**RWY 24:** Fence. Rgt tfc.

AIRPORT REMARKS: Unattended. Livestock and big game animals have access to rwy during fall, winter and spring. Do not leave acft unattended during these seasons. No winter maintenance. Rwy 06-24 edges and thlds marked with white rocks. Recommend land Rwy 06, tkf Rwy 24 when wind conditions allow.

COMMUNICATIONS: CTAF 122.9**LAKE PEND OREILLE SPB** (See GLENGARY)**LANDMARK USFS** (ØUØ) 1 SE UTC-7(-6DT) N44°38.54' W115°32.01'**GREAT FALLS**

6662 NOTAM FILE BOI

RWY 16-34: 4000X100 (TURF-DIRT)**RWY 16:** Trees.**RWY 34:** Tree.

AIRPORT REMARKS: Unattended. Wildlife on and in vicinity of arpt. No winter maintenance. No line of sight between rwy ends. Arpt located in high mountain valley surrounded by high terrain. Rwy 16-34 edges marked with white rock markers. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

LEADORE (UØØ) 0 S UTC-7(-6DT) N44°40.39' W113°21.15'

GREAT FALLS

6018 NOTAM FILE BOI

RWY 11-29: 3500X140 (ASPH-TURF) RWY LGTS (NSTD)

RWY 11: Poles. **RWY 29:** Fence.

RWY 16-34: 2900X90 (TURF)

RWY 16: Building. **RWY 34:** Fence.

AIRPORT REMARKS: Unattended. Numerous buildings in apch to Rwy 11. Rwy 11-29 2300' asph section starting at Rwy 11 end. Rwy 16 -3' road at 200' on centerline, +30' pole 250' 60' left, numerous other obstruction to +10' at 100' to 400' in the apch zone. Agricultural irrigation equipment +15' may be located within 50' of AER 34. Rwy 11-29 surface rough. Rwy 16-34 surface rough. Rwy 11 last 1200' not lgtd.

COMMUNICATIONS: CTAF 122.9

LEE WILLIAMS MEM (See MIDVALE)

LEMHI CO (See SALMON)

LEWISTON

LEWISTON-NEZ PERCE CO (LWS) 2 S UTC-8(-7DT) N46°22.47' W117°00.92'

SEATTLE

1442 B S4 **FUEL** 100, 100LL, JET A TPA—See Remarks Class I, ARFF Index A

H-1C, L-13B

NOTAM FILE LWS

IAP, AD

RWY 08-26: H6511X150 (ASPH-PFC) S-150, D-180, ST-175, DT-400 HIRL

RWY 08: REIL. VASI(V4L)—GA 3.0° TCH 45'. Rgt tfc.

RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Tree.

RWY 12-30: H5002X100 (ASPH-GRVD) S-70, D-94, ST-119, DT-150 MIRL 1.4% up SE

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

RWY 30: VASI(V4R)—GA 3.0° TCH 47'. Antenna.

AIRPORT REMARKS: Attended 1330-0500Z±. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 1500-0100Z± except PPR call arpt manager 208-746-7962 other times call station number 4 208-743-0172. Frequent no radio agricultural acft activity invof arpt. TPA—Heavy and turbine powered acft 3002(1560) all others 2502(1060). When twr clsd ACTIVATE MALSR Rwy 26, REIL Rwy 08 and Rwy 12—CTAF.

WEATHER DATA SOURCES: ASOS 135.575 (208) 746-4185. LAWRS.

COMMUNICATIONS: CTAF 119.4 UNICOM 122.95

RCO 122.35 (BOISE RADIO)

SEATTLE CENTER APP/DEP CON 123.95

TOWER 119.4 (1400-0600Z±) GND CON 121.9

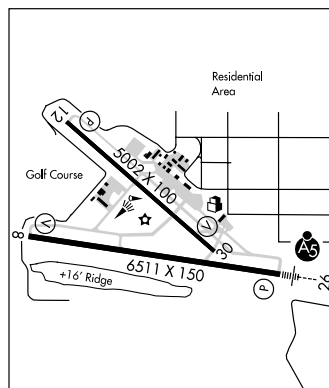
AIRSPACE: CLASS D svc 1400-0600Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LWS.

NEZ PERCE (L) VOR/DME 108.2 MQG Chan 19 N46°22.89' W116°52.17' 246° 6.1 NM to fld. 1720/20E.

DME unmonitored.

ILS 109.7 I-LWS Rwy 26. Class IE. ILS unmonitored when tower closed. Autopilot coupled approaches not applicable blo 2500 ft.



SNAKE RIVER SPB (78U) 1 SW UTC-8(-7DT) N46°23.99' W117°03.06'

SEATTLE

735 NOTAM FILE BOI

WATERWAY N-S: 3000X150 (WATER)

WATERWAY S: P-line.

SEAPLANE REMARKS: Attended Apr-Oct 1500Z±-dusk and Nov-Mar irregularly. P-lines cross Snake River approximately 2 miles north and 1 mile south of landing area, in addition other p-lines, telephone lines cross Snake River above and below landing area. Bridge across Snake River N of landing area. CAUTION: Landing area within Lewiston-Nez Perce County CLASS D airspace, etc Lewiston twr. Waterway N-S waterlane length and width varies. Heavy boat traffic in vicinity of Seaplane Base.

COMMUNICATIONS: CTAF 122.9

LIBERATOR N42°58.96' W115°46.46' NOTAM FILE BOI.

SALT LAKE CITY

(L) VORW 114.9 LIA 354° 9.1 NM to Mountain Home Muni.

L-11B

LOWMAN**WARM SPRINGS CREEK** (ØU1) 13 NE UTC-7(-6DT) N44°08.53' W115°18.84'**SALT LAKE CITY**

4831 NOTAM FILE BOI

RWY 02-20: 2850X135 (TURF)**RWY 02:** Brush.**RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Recommend land Rwy 02, takeoff Rwy 20, when wind conditions allow. Steep hill and timber on apch to Rwy 20. No winter maintenance. Rwy 02-20 edges and thlds marked with white rocks. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9**MACKAY****COPPER BASIN** (ØU2) 12 SW UTC-7(-6DT) N43°48.12' W113°49.89'**SALT LAKE CITY**

7920 NOTAM FILE BOI

RWY 12-30: 4700X100 (TURF)**RWY 12:** Road.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. Livestock on and in vicinity of arpt. No winter maintenance. Twy to midfield tiedowns 15' wide, -1' ditch adjacent to edges of twy. Rwy 12-30 edges and thresholds marked with white rocks. Arpt located in high mountain valley surrounded by high mountains.

COMMUNICATIONS: CTAF 122.9**MACKAY** (U62) 1 SE UTC-7(-6DT) N43°54.60' W113°36.14'**SALT LAKE CITY**

5892 NOTAM FILE BOI

RWY 12-30: H4389X60 (ASPH)**RWY 12:** Pline.**RWY 30:** Trees.

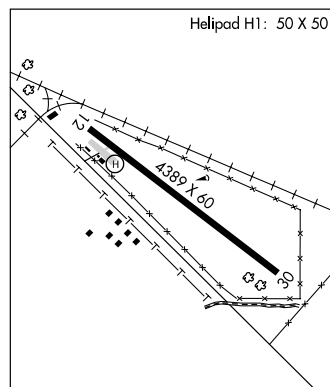
AIRPORT REMARKS: Unattended. Recommend land Rwy 30, depart Rwy 12 when winds permit. Rwy 12-30 very rough chip seal.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**DUBOIS (H) VORTACW** 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 245° 61.3 NM to fld 4915/15E.

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Square helipad located between rwy and parking area.

**MAGEE** (See COEUR D'ALENE)**MAGIC RESERVOIR** (See HAILEY)**MAHONEY CREEK USFS** (ØU3) 2 SE UTC-7(-6DT) N44°44.68' W114°55.28'**GREAT FALLS**

4618 NOTAM FILE BOI

RWY 03-21: 2150X15 (DIRT)**RWY 03:** Hill.**RWY 21:** Hill.

AIRPORT REMARKS: Unattended. Recommend ldg Rwy 21, tkf Rwy 03 when wind conditions allow. No winter maintenance. -1' ditch located 20' from centerline both sides of rwy. Rwy 03 NE end first 500' extremely rough. Rwy 03-21 thlds and edges have wood boundary markers, edge markers set at 65' width. First 500' of Rwy 21 has -1.5' to -2' deep holes. Rwy 21 has 15' elk wallow located adjacent S rwy 21 thld. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

MALAD CITY N42°11.99' W112°27.07'. NOTAM FILE MLD.

SALT LAKE CITY

(H) VOR/DME 117.4 MLD Chan 121 087° 7.4 NM to Malad City. 7330/17E.

H-3D, L-11C

VOR portion unusable:

157°-167° byd 25 NM blo 11,000'.

DME portion unusable:

005°-025° byd 30 NM blo 14,000'

157°-167° byd 25 NM blo 11,000'.

RC0 122.65 (BOISE RADIO)

MALAD CITY (MLD) 3 SW UTC-7(-6DT) N42°10.23' W112°17.36'

SALT LAKE CITY

4503 B NOTAM FILE MLD

L-11C

RWY 16-34: H4950X60 (ASPH) MIRL

RWY 16: Thld dsplcd 150'. Sprinkler.

RWY 34: Thld dsplcd 210'. P-line.

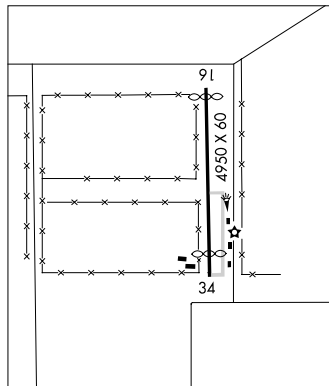
AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z†. Rwy 16-34 no dsplcd thld arrows, marked by dsplcd thld lgts and thld painted bar. ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF 122.9

RC0 122.65 (BOISE RADIO).

RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

(H) VOR/DME 117.4 MLD Chan 121 N42°11.99'
W112°27.07' 087° 7.4 NM to fld. 7330/17E.

**MARTIN****HOLLOW TOP** (ØU7) 11 S UTC-7(-6DT) N43°19.43' W113°35.43'

SALT LAKE CITY

5359 NOTAM FILE BOI

RWY 05-23: 2500X140 (TURF)

RWY 23: Road.

AIRPORT REMARKS: Unattended. CLOSED to wheeled acft winters. Animals on and in vicinity of arpt. No line of sight between rwy ends. Rwy 05-23 surface may be poor due to damage by livestock, ground vehicles and rodents. Rwy 05-23 edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9**MAY** (ØU8) 1 NE UTC-7(-6DT) N44°36.62' W113°53.69'

GREAT FALLS

5324 NOTAM FILE BOI

RWY 09-27: 4950X200 (TURF)

RWY 09: Pole. RWY 27: Fence.

AIRPORT REMARKS: Unattended. Recommend ldg Rwy 09, tkf Rwy 27, when wind conditions permit. No winters maintenance. Rwy 09 +40' pole 600' apch end rwy 50' R. Fence markers located on apch end of Rwy 27. Arpt located in high mountain valley surrounded by high terrain. Rwy 09-27 edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9**MC CALL****KRASSEL USFS** (24K) 17 NE UTC-7(-6DT) N44°58.45' W115°43.79'

GREAT FALLS

3982 NOTAM FILE BOI

RWY 17-35: 1500X150 (TURF)

RWY 17: Tree. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Extensive helicopter ops during Summer months. Rwy 17-35 land Rwy 17, tkf Rwy 35 when wind conditions permit. Considerable rodent activity on rwy. +80' to +120' trees adjacent to both sides of rwy. Rwy 17-35 may not be mowed to full width. Rwy 17-35 rwy surface rough due to rodent holes.

COMMUNICATIONS: CTAF 122.9

MC CALL MUNI (MYL) 0 S UTC-7(-6DT) N44°53.32' W116°06.11'

GREAT FALLS

5024 B S4 FUEL 100LL, JET A, A1+ NOTAM FILE MYL

H-1C, L-13B

RWY 16-34: H6108X75 (ASPH) S-45, D-78, DT-135 MRL 0.3% up N

IAP

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 40'. Ground.

AIRPORT REMARKS: Attended daylight hours. 2 hr prior notice rqr for snow removal at night call (208) 634-1488/630-4659. Big game animals may be on or in vicinity of rwy. Rwy 16-34 straight in VFR landings prohibited recommend landing Rwy 34, tkf Rwy 16, when wind conditions permit. Rwy 16 has a marked 50' blast pad. USFS practices parachute jumps in/ov arpt. No helicopter parking in fixed wing tie down areas. Increased Forest Service flight ops during summer months. Parallel twy closed winter months.

WEATHER DATA SOURCES: ASOS 119.925 (208) 634-7198.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CASCADE RCO 122.35 (BOISE RADIO)

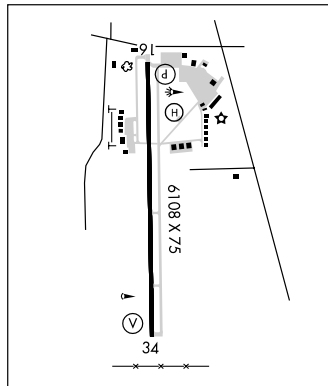
SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE MYL.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03'

W116°12.38' 012° 8.6 NM to fld. 7333/19E.

NDB (MHW) 363 IOM N44°48.34' W116°06.14' 343° 5.0 NM to fld. NOTAM FILE MYL. NDB unusable byd 15 NM.



• • • • •
 HELIPAD H1: H100X80 (ASPH)

HELIPAD REMARKS: Helipad H1 lighted.

McCARLEY FLD (See BLACKFOOT)

MERIDIAN N43°36.20' W116°32.34' NOTAM FILE BOI.

SALT LAKE CITY

NDB (MHW) 238 MPA 136° 1.5 NM to Nampa Muni.

L-11B

MINIDALE
LEE WILLIAMS MEM (ØU9) 1 SW UTC-7(-6DT) N44°27.69' W116°45.46'

SALT LAKE CITY

2617 NOTAM FILE BOI

RWY 08-26: H2875X60 (ASPH)

RWY 08: Fence.

RWY 26: Fence.

AIRPORT REMARKS: Unattended. No winter maintenance, arpt CLOSED when snow conditions indicate. Rwy 26 +30' pline at 600' on centerline +35' bldg at 400' on centerline, +150' pline at 5000' on centerline. Rwy 08-26 250' gravel ovrn each end. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

MIDWAY (See ATOMIC CITY)

MINIDOKA
BEAR TRAP (1UØ) 15 NE UTC-7(-6DT) N42°58.52' W113°21.05'

SALT LAKE CITY

4716 NOTAM FILE BOI

RWY 06-24: 2250X120 (TURF-DIRT)

RWY 06: Road.

AIRPORT REMARKS: Unattended. Rwy 06-24 subject to ongoing damage by livestock, ground vehicles and rodents. No winter maintenance. No line of sight between rwy ends. Rwy 06-24 edges and thlds marked with white rock.

COMMUNICATIONS: CTAF 122.9

MOOSE CREEK RANGER STATION**MOOSE CREEK (USFS)** (1U1) O SW UTC-7(-6DT) N46°07.25' W114°55.64'**GREAT FALLS**

2454 NOTAM FILE BOI

RWY 01-19: 4100X250 (TURF)**RWY 01:** Trees. **RWY 19:** Trees.**RWY 04-22:** 2300X200 (TURF)**RWY 04:** Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Rwy 01-19 CLOSED Nov 1 thru Memorial Day weekend, except for skis on snow. Ctc USFS arpt manager 208-926-4258, for briefings and rwy conditions. Rwy 01-19 recommend ldg Rwy 19 tfr Rwy 01 when wind conditions permit. Land Rwy 04, tkr Rwy 22, go around not recommended. Rwy 01-19 muddy spring and winter. Use Rwy 04-22 early spring and late fall/winter when possible due to better drainage and firmer surface. Rws subject to temporary closures. Big game animals on and in vicinity of arpt. Skis winter months. No winter maintenance.

COMMUNICATIONS: CTAF 122.9**MOUNTAIN HOME AFB**

(MUO)(KMUO) AF 10 SW UTC-7(-6DT) N43°02.62' W115°52.35'

SALT LAKE CITY

2996 B TPA—See Remarks NOTAM FILE MUO Not insp.

H-3C, L-11B**RWY 12-30:** H13501X200 (PEM) S-155, D-200, DT-330 PCN 91 F/A/W/T HIRL**DIAP, AD****RWY 12:** ALSF1. PAPI. **RWY 30:** ALSF1. PAPI.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 12:** TODA-13501 ASDA-13501**RWY 30:** TODA-13501 ASDA-13501**ARRESTING GEAR/SYSTEM****RWY 12** HOOK BAK-12B(B) (964')HOOK BAK-12B(B) (964') **RWY 30**

MILITARY SERVICE: LGT Rwy 12-30 PAPI unusable byd 5° from rwy centerline. Rwy 12-30 ILS and PAPI runway reference point not coincidental. Thld lgt gated for fighter acft. **A-GEAR** Rwy 12-30 BAK-12B in raised position, requires 30 minutes prior notice for removal. **JASU** 2(AM32A-60) **FUEL J8** **FLUID** LHGX LOX De-ice **OIL** O-148-156 JOAP **TRAN ALERT** Opr Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays. **MILITARY REMARKS:** Opr Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays. See FLIP AP/1 Supplemental Arpt Remark. **RSTD** Dep acft restricted to 4700' until passing 3 DME. PPR only except VIP Code 6 or above, AIREVAC and SAAM. Minimum 24 hrs notice required and no more than 7 days prior. Acft requiring customs must coordinate for PPR no later than 48 hrs prior. All acft must adhere to PPR estimated time of arrival +/- 30 minutes or PPR is invalid. Ctc Base OPS DSN 728-2222, C208-828-2222, fax extension 4128. **CAUTION** Taxi-lines in end of rwy are made for acft with wingspans of 43' or less only. Waterfowl hazard. **TFC PAT** TPA—Overhead 5200(2204). Rectangular 4300(1304), lgt acft/helicopter 3800(804). **NS ABTMT** Command quiet hr policy in effect 0530-1300Z. **CSTMS/AG/IMG** Consult base ops prior planning mission. Acft req support must ctc 366 SFS police DSN 728-2256, com 208-828-2256 and/or afld manager DSN 728-2222, com 208-828-2222 at least 24 hr prior arrival. Failure to comply may result in delays. 366 SFS police provide customs for US military personnel. Customs required for all cargo and non-US military personnel must be completed by US customs office, Boise. Ensure aircrew remain at acft until customs arrive. **MISC** Afld subject to short notice closures. First 1280' Rwy 12-30 conc, mid 10940' asphaltic conc. Acft carry drag chutes to park or advise twr. Standard USAF RSRS applied. ACC acft expect reduced rwy separation: ACC acft not wishing to participate in RSRS will make intentions known on initial ctc with twr. Afld wx is monitored by AN/FMQ-19 automated observing system and augmented by human observer during opr hr. DSN 728-6303, C208-828-6303, FAX extension 4438.

COMMUNICATIONS: ATIS 273.5 PTD 138.9 372.2**RCO** 122.6 (BOISE RADIO)

Ⓡ **APP CON** 124.8 259.1 (Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays

TOWER 133.85 253.5 (Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays. **GND CON** 120.5 275.8 **CLNC DEL** 127.1 290.425

Ⓡ **DEP CON** 371.2 (Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays.

ACC COMD POST 311.0 321.0 15091 (Have QUICK timing avbl 381.3) (RAYMOND 27) **PMSV METRO** 342.5 Full svc available from WX during airfield operating hours. Remote briefing svc available from 25 OWS Davis Monthan AFB, DSN 228-6598, COM (520) 228-6598.

AIRSPACE: CLASS D svc Mon-Thu 1400-0700Z, Fri 1400-0100Z, clsd weekends and holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

(L) **TACAN** MUO (114.0) Chan 87 N43°02.43' W115°52.48' at fld. 3000/18E. Unmonitored when clsd. No NOTAM MP Wed 1100-1400Z.

LIBERATOR (L) **VORW** 114.9 LIA N42°58.96' W115°46.46' 292° 5.7 NM to fld.

ILS 110.3 I-MUO Rwy 12. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z.

ILS 111.7 I-BRN Rwy 30. Unmonitored when clsd. No-NOTAM MP Mon/Tue/Fri 1100-1400Z.

COMM/NAV/WEATHER REMARKS: Radar maintenance Thu 1230-1400Z.

MOUNTAIN HOME MUNI (U76) 2 W UTC-7(-6DT) N43°07.90' W115°43.83'

SALT LAKE CITY

3167 B S4 FUEL 100LL NOTAM FILE BOI

H-3C, L-11B

RWY 10-28: H5000X75 (ASPH) S-42, D-53 MIRL

IAP

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 28: REIL PAPI(P2L)—GA 3.0° TCH 33'. P-line.

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z \pm . Arpt attended after hours emerg only. Fuel avbl 24 hrs with credit card. High performance military jet operations conducted at Mountain Home AFB 8 NM Southwest of arpt. Extensive agricultural ops. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28 and REIL Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 122.8 (617) 262-3825. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.6 (BOISE RADIO)

① **APP/DEP CON** 124.8 (Mon-Thu 1400-0700Z \pm , Fri 1400-0100Z \pm ,
clsd weekends and holidays)

SALT LAKE CENTER APP/DEP CON 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.**BOISE (H) VORTACW** 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 124° 32.4 NM to fld. 2876/17E.

LIBERATOR (L) VORW 114.9 LIA N42°58.96' W115°46.46'

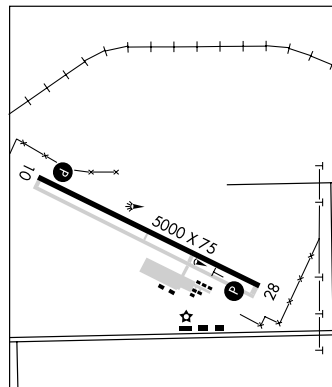
354° 9.1 NM to fld.

STURGEON NDB (MHW) 333 STI N43°06.80' W115°39.51'

272° 3.4 NM to fld. Unusable 320°-020° byd 15

NM.

COMM/NAV/WEATHER REMARKS: NOTE: See SPECIAL NOTICE—All aircraft operating within 20 NM of VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in area.

**MUD LAKE (WEST JEFFERSON CO)** (1U2) 1 NW UTC-7(-6DT)

SALT LAKE CITY

N43°51.06' W112°30.08'

L-11C

4787 B NOTAM FILE BOI

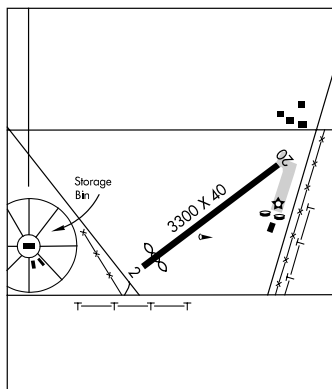
RWY 02-20: H3300X40 (ASPH) LIRL (NSTD)

RWY 02: Thld dsplcd 400'. Fence. RWY 20: Road.

AIRPORT REMARKS: Attended May-Oct 1500-0000Z \pm , Nov-Apr irregular. LIRL Rwy 20 and rotating bcn inoperative each year 1 Nov-1 Apr. Rwy 20 has low ints thld lgts; first 600' rwy has low ints edge lgts, remaining 2700' of rwy illuminated with white edge reflectors. Dsplcd thld marked with retroreflective reflectors and thld bar. Rwy 20 +40' pole at 700', 200' right. Confirm snow removal and winter condition with arpt manager, 208-663-4328 or 208-529-3875. Night operations recommended only to pilots familiar with airport approaches and surrounding terrain.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**DUBOIS (H) VORTACW** 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 207° 19.1 NM to fld. 4915/15E.

**MULLAN PASS** N47°27.42' W115°38.76' NOTAM FILE MLP.

GREAT FALLS

(H) VORW/DME 117.8 MLP Chan 125 264° 22.7 NM to Shoshone Co. 6100/20E. HIWAS.

H-1C, L-13B

VOR portion unusable 055°-085° byd 20 NM blo 9,500'

RCO 122.15 (BOISE RADIO)

ASOS 135.475 MLP N47°27.42' W115°38.77'/6028. (208) 744-1721.

MURPHY (1U3) 0 E UTC-7(-6DT) N43°12.96' W116°32.90'

SALT LAKE CITY

2855 NOTAM FILE BOI

RWY 12-30: H2500X45 (ASPH)

RWY 12: Road. RWY 30: Road.

AIRPORT REMARKS: Unattended. Recommend land Rwy 12, txf Rwy 30 when wind condition permits. Rwy 12-30 thlds marked with painted rocks. Ctc sheriff's office in courthouse across hwy from arpt for assistance.

COMMUNICATIONS: CTAF 122.9

MURPHY HOT SPRINGS (See THREE CREEK)**NAMPA MUNI** (S67) 0 E UTC-7(-6DT) N43°34.88' W116°31.38'

2537 B S4 FUEL 100LL, JET A OX 2 TPA-3537(1000) NOTAM FILE BOI

RWY 11-29: H5000X75 (ASPH) S-26, D-50, DT-60 MIRL

RWY 11: PAPI(P2L)-GA 3.0° TCH 40'. Building.

RWY 29: PAPI(P2L)-GA 3.62° TCH 45'. Trees.

AIRPORT REMARKS: Attended 1400-0000Z†. 1500-0100Z‡ summer months. ACTIVATE PAPI Rwy 11 and Rwy 29-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7

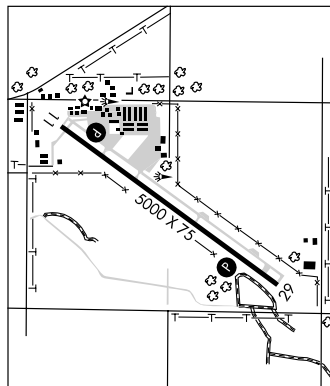
SQUAW BUTTE RCO 122.45 (BOISE RADIO)

Ⓡ **BOISE APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**BOISE (H) VORTACW** 113.3 BOI Chan 80 N43°33.17'

W116°11.53' 260° 14.5 NM to fld. 2876/17E.

MERIDIAN NDB (MHW) 238 MPA N43°36.20'

W116°32.34' 136° 1.5 NM to fld.

**SALT LAKE CITY**

H-1C, L-11B

IAP

NEW MEADOWS (1U4) 0 N UTC-7(-6DT) N44°58.68' W116°17.04'

3908 NOTAM FILE BOI

RWY 14-32: 2400X150 (TURF-GRVL)

RWY 14: Fence. RWY 32: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 14-32 edges and thlds marked with white rocks. Rwy 14-32 South half 20' wide gravel strip with loose rocks up to 2", North half sparse gravel up to 2", grass may be high. No telephone avbl at arpt.**COMMUNICATIONS:** CTAF 122.9

CASCADE RCO 122.35 (BOISE RADIO)

GREAT FALLS**NEZ PERCE** N46°22.89' W116°52.17' NOTAM FILE LWS.

(L) VORW/DME 108.2 MQG Chan 19 246° 6.1 NM to Lewiston-Nez Perce Co. 1720/20E.

SEATTLE

L-13B

DME unmonitored.

VOR portion unusable:

075°-115° byd 20 NM blo 12,000'

115°-155° byd 25 NM blo 6,900'

280°-290° byd 20 NM blo 4,200'

290°-335° byd 25 NM blo 4,000'

NEZ PERCE MUNI (ØS5) 0 N UTC-8(-7DT) N46°14.31' W116°14.31'

3201 NOTAM FILE BOI

RWY 15-33: H2400X30 (ASPH)

RWY 15: Hill. RWY 33: P-line.

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1600-0100Z†, Nov-Mar irregularly. 55' AGL unmarked/unlgt'd steel grain twr located 1350' south of Rwy 33, 116' left of extended centerline.**COMMUNICATIONS:** CTAF 122.9**GREAT FALLS****NORDMAN****PRIEST LAKE USFS** (67S) 3 S UTC-8(-7DT) N48°34.50' W116°57.81'

2611 NOTAM FILE BOI

RWY 14-32: 4400X175 (TURF-GRVL)

RWY 14: Road. RWY 32: Road.

AIRPORT REMARKS: Unattended. USFS helipad private use. No winter maintenance. Rwy 14-32 may not be mowed to full width. Rwy 32 +14' road at 300' on centerline, 60' trees at 500' to 1000' on centerline. Rwy 14-32 thlds marked with concrete strips. Do not park acct within 100' of wx station.**COMMUNICATIONS:** CTAF 122.9**GREAT FALLS**

OAKLEY MUNI (1U6) 0 S UTC-7(-6DT) N42°14.03' W113°52.66'

SALT LAKE CITY

4650 NOTAM FILE BOI

RWY 16-34: 3800X40 (GRVL)

RWY 16: Road. RWY 34: Fence.

AIRPORT REMARKS: Unattended. CAUTION: Rwy surface soft during early spring. No winter maintenance. Difficult to tell edges of grvl rwy from ditch along rwy edges.

COMMUNICATIONS: CTAF 122.9

ONTARIO N44°00.70' W116°24.36'

KLAMATH FALLS

RCO 122.3 (MC MINNVILLE RADIO)

L-11B

OROFINO MUNI (S68) 1 NW UTC-8(-7DT) N46°29.48' W116°16.61'

GREAT FALLS

1005 FUEL 100LL NOTAM FILE BOI

RWY 09-27: H2500X50 (ASPH) S-17

RWY 09: Trees. Rgt tfc. RWY 27: Road.

AIRPORT REMARKS: Attended irregularly. Two 1968' MSL (250' AGL) radio towers located approximately 1 mile E Rwy 27 300' left. High terrain in all quads around arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

OROGRADE (75C) 1 NE UTC-8(-7DT) N45°43.81' W115°31.68'

GREAT FALLS

4405 NOTAM FILE BOI

RWY 01-19: 2800X50 (TURF-DIRT)

RWY 01: Trees. RWY 19: Trees.

AIRPORT REMARKS: Unattended. Land Rwy 19; depart Rwy 01 when wind conditions permit. Big game animals on and in/ov arpt. Vehicles have access to rwy. Recommended use early morning and late evening in summer.

COMMUNICATIONS: CTAF 122.9

PARIS**BEAR LAKE CO** (1U7) 3 E UTC-7(-6DT) N42°14.99' W111°20.50'

SALT LAKE CITY

5928 B FUEL 100LL NOTAM FILE BOI

H-30, L-11D

RWY 10-28: H5730X75 (ASPH) S-12.5 MIRL (NSTD)

RWY 10: P-line.

RWY 16-34: H4590X70 (ASPH) S-50, D-64, DT-102

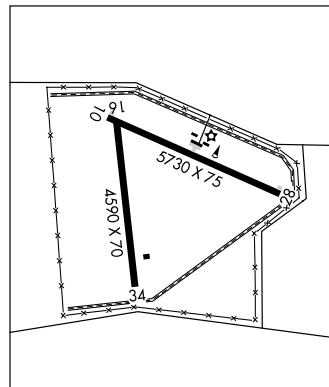
RWY 16: Road.

AIRPORT REMARKS: Attended Mon-Sat continuously. Rwy 16-34 unmarked. Birds on and in/ov arpt. Rwy 10-28 NSTD MIRL mounted approximately 40 inches above ground, 10 feet from edge of pavement.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

MALAD CITY (H) VOR/DME 117.4 MLD Chan 121 N42°11.99' W112°27.07' 069° 49.6 NM to fld. 7330/17E.

**PARMA** (50S) 1 S UTC-7(-6DT) N43°46.73' W116°56.31'

SALT LAKE CITY

2228 NOTAM FILE BOI

RWY 12-30: H2700X50 (ASPH)

RWY 12: Tree. Rgt tfc. RWY 30: Fence.

AIRPORT REMARKS: Attended irregularly. Recommend land Rwy 30, txf Rwy 12 when wind condition permit. Rwy 12-30 +3' wooden rwy thld markers on Rwy 12, + 1.5' thld markers on Rwy 30, reflectors on rwy edges. Rwy 30 has +4' fence 185' from end of rwy on centerline.

COMMUNICATIONS: CTAF 122.9

PAYETTE MUNI (S75) 2 NE UTC-7(-6DT) N44°05.67' W116°54.22'

SALT LAKE CITY

2228 B S8 NOTAM FILE BOI

L-11B

RWY 13-31: H3000X50 (ASPH) S-8 LIRL

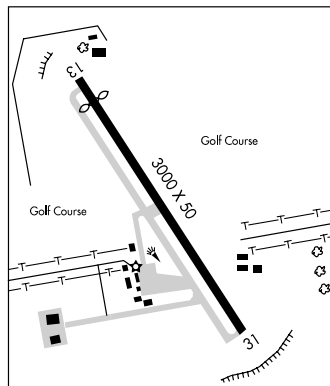
RWY 13: Thld dsplcd 250'. Trees.

AIRPORT REMARKS: Unattended. Golfers adjacent to rwy edges and Rwy 13 thld. Arpt CLOSED to acft over 10,000 lbs gross weight. Rwy 31 thlds marked with white concrete markers and white concrete boundary markers. 2885' MSL (405' AGL) marked and lgtd steel tower located 2.2 miles S of arpt. ACTIVATE LIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

BOISE (H) VORTACW 113.3 BOI Chan 80 N43°33.17' W116°11.53' 300° 44.8 NM to fld. 2876/17E.



PINE (1U9) 1 S UTC-7(-6DT) N43°27.74' W115°18.55'

SALT LAKE CITY

4232 NOTAM FILE BOI

RWY 16-34: 2300X125 (TURF-DIRT)

RWY 16: Road. **RWY 34:** Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. No winter maintenance. Dog-leg north end of strip. Rwy 16-34 edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9

POCATELLO RGNL (PIH) 7 NW UTC-7(-6DT) N42°54.59' W112°35.76'

SALT LAKE CITY

4452 B S4 FUEL 100LL, JET A1, A1 + OX 3, 4 Class II, ARFF Index A NOTAM FILE PIH

H-3D, L-11C

RWY 03-21: H9060X150 (ASPH-PFC) S-100, D-160, ST-175, DT-265 HIRL

IAP, AD

RWY 03: ODALS. VASI(V4L)—GA 3.0° TCH 53'.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 58'.

RWY 17-35: H7150X100 (ASPH) S-60 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 35: PAPI(P4L)—GA 3.0° TCH 45'. Pole.

AIRPORT REMARKS: Attended 1300-0500Z±. Flocks of waterfowl in/ov arpt. Twy G has no edge lights or reflectors, restricted to day use only. Radio controlled acft 1 mile east of arpt blo 400' AGL. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 208-234-6154 or 208-237-4738. Rwy 17-35 not available to air carrier ops with more than 30 passenger seats. After twr closed ACTIVATE MIRL Rwy 17-35, HIRL Rwy 03-21, ODALS Rwy 03, MALSR Rwy 21—CTAF.

WEATHER DATA SOURCES: ASOS 135.625 (208) 235-1287.

COMMUNICATIONS: CTAF 119.1 ATIS 135.625 (208) 232-2269

UNICOM 122.95

RCO 122.35 (BOISE RADIO)

① SALT LAKE CENTER APP/DEP CON 128.35

TOWER 119.1 (1300-0500Z±) GND CON 121.9

AIRSPACE: CLASS D svc 1300-0500Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PIH.

(H) VORTACW 112.6 PIH Chan 73 N42°52.22' W112°39.13' 029° 3.4 NM to fld. 4433/17E.

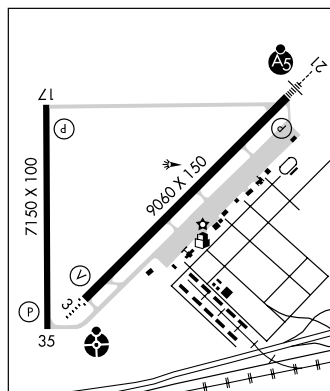
VOR portion unusable 060°-130° beyond 25 NM below 13,500'.

DME portion unusable 060°-130° beyond 25 NM below 13,500'.

TYHEE NDB (LOM) 383 PI N42°57.83' W112°30.98' 210° 4.8 NM to fld. Unmonitored when twr clsd.

ILS/DME 110.3 I-PIH Chan 40 Rwy 21. Class IE. LOM TYHEE NDB. LOC unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at tower. FBO monitors 122.95 and 123.0.



PORTHILL**ECKHART INTL** (1S1) 0 W UTC-8(-7DT) N48°59.75' W116°30.06'**GREAT FALLS**

1756 LRA NOTAM FILE BOI

RWY 15-33: 3650X175 (TURF)**RWY 15:** Trees.**RWY 33:** Road**AIRPORT REMARKS:** Unattended. Rwy 15 do not use asph twy for txf. Recommend land Rwy 33; txf Rwy 15 when wind condition permits. No winter maintenance. Rwy 15-33 edges and thld marked with white rocks.**COMMUNICATIONS:** CTAF/UNICOM 122.8**POST FALLS** N47°44.57' W116°47.66' NOTAM FILE COE.**GREAT FALLS****NDB (MHW)** 347 LEN 053° 6.0 NM to Coeur D'Alene-Pappy Boyington Fld.**L-13B****PRAIRIE****SMITH PRAIRIE** (2U0) 2 SE UTC-7(-6DT) N43°29.90' W115°32.82'**SALT LAKE CITY**

4958 NOTAM FILE BOI

RWY 05-23: 5400X150 (TURF)**RWY 05:** Fence.**RWY 23:** Fence.**AIRPORT REMARKS:** Unattended. No winter maintenance. Recommend land Rwy 05, txf Rwy 23, when wind conditions permit. Rwy 05-23 edges and thlds marked with white rocks. No telephone avbl at arpt.**COMMUNICATIONS:** CTAF 122.9**PRESTON** (U10) 2 NW UTC-7(-6DT) N42°06.42' W111°54.75'**SALT LAKE CITY**

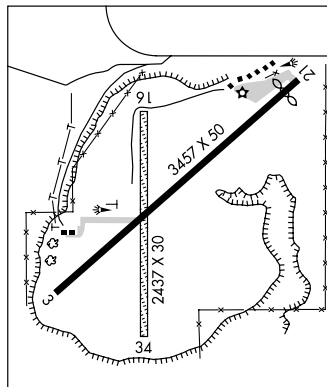
4728 B S2 FUEL 100LL NOTAM FILE BOI

L-11D**RWY 03-21:** H3457X50 (ASPH) S-12 LIRL(NSTD)**RWY 21:** Thld displcd 330'. Highway.**RWY 16-34:** 2437X30 (GRVL)**RWY 16:** Road.**AIRPORT REMARKS:** Attended dalgt hours. Rwy 16-34 CLOSED winters.

Located on plateau. Sharp dropoff near thld, Rws 03, 16, and 34. Rwy 03-21 lgts located 50' from edge of pavement. Rwy 21 displcd thld marked with displcd thld lgts only. ACTIVATE LIRL Rwy 03-21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLD.**MALAD CITY (H) VOR/DME** 117.4 MLD Chan 121 N42°11.99'

W112°27.07' 086° 24.7 NM to fld. 7330/17E.

**PRIEST LAKE USFS** (See NORDMAN)**PRIEST RIVER MUNI** (1S6) 1 N UTC-8(-7DT) N48°11.44' W116°54.59'**GREAT FALLS**

2187 NOTAM FILE BOI

RWY 01-19: H2950X48 (ASPH) S-12.5 LIRL(NSTD)**RWY 01:** Tree.**RWY 19:** Trees.**AIRPORT REMARKS:** Unattended. Night operations land Rwy 01 and dep Rwy 19. Rwy 01-19 has NSTD LIRL, Rwy 01 first 200' unlighted. Rwy 01-19 LIRL not in svc Dec 1-Apr 1. ACTIVATE LIRL—CTAF.**COMMUNICATIONS:** CTAF 122.9**PULLMAN/MOSCOW RGNL** (See PULLMAN/MOSCOW, WA)

REXBURG—MADISON CO (RXE) 1 NW UTC-7(-6DT) N43°50.03' W111°48.31'

SALT LAKE CITY

4858 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE RXE

L-11D

RWY 17-35: H4200X75 (ASPH) S-30 MIRL

IAP

RWY 17: VASI(V4R)—GA 3.0°TCH 50'. Thld dsplcd 300'. Tree.

RWY 35: REIL: VASI(V4L)—GA 3.0°TCH 40'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4200 TODA-4200 ASDA-4200 LDA-3900

RWY 35: TORA-4200 TODA-4200 ASDA-3900 LDA-3900

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. ACTIVATE VASI

Rwy 17 and Rwy 35 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 135.075 (208) 356-0986.**COMMUNICATIONS:** CTAF/UNICOM 122.8

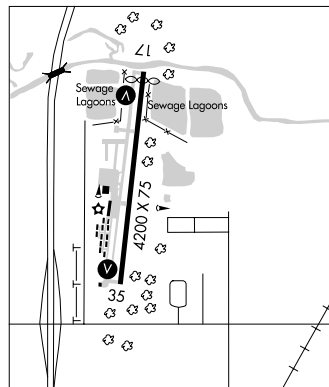
® SALT LAKE CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IDA.

IDAHO FALLS (H) VORW/DME 113.85 IDA Chan 85(Y)

N43°31.14' W112°03.84' 016° 22.0 NM to fld.

4724/15E.

**RIGBY—JEFFERSON CO** (U56) 2 S UTC-7(-6DT) N43°38.55' W111°55.76'

SALT LAKE CITY

4845 B FUEL 100LL NOTAM FILE BOI

L-11D

RWY 01-19: H3500X50 (ASPH) LIRL

RWY 19: Thld dsplcd 200'. Road.

AIRPORT REMARKS: Unattended. Noise abatement procedures in effect.

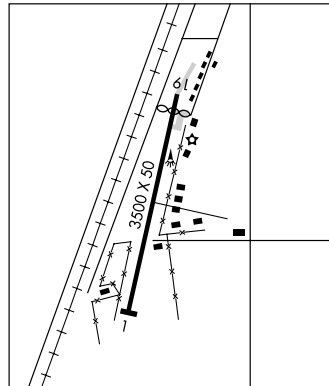
Call arpt manager 208-754-4352. ACTIVATE LIRL Rwy

01-19—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.

DUBOIS (H) VORTACW 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 140° 29.4 NM to fld. 4915/15E.

**ROCKFORD MUNI** (2U4) 0 E UTC-7(-6DT) N43°11.37' W112°31.91'

SALT LAKE CITY

4465 NOTAM FILE BOI

RWY 16-34: H2800X50 (ASPH)

RWY 16: Railroad. RWY 34: Fence.

AIRPORT REMARKS: Unattended. Rwy 16 use extreme CAUTION: railroad boxcars are often parked on centerline.

Considerable agriculture ops during growing season. No winter maintenance.

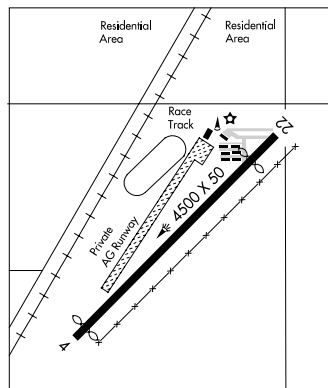
COMMUNICATIONS: CTAF 122.9

ST ANTHONY**STANFORD FLD** (U12) 1 SE UTC-7(-6DT) N43°57.01' W111°41.08'**SALT LAKE CITY**

4966 B TPA-5766(800) NOTAM FILE BOI

L-110**RWY 04-22:** H4500X50 (ASPH) MIRL**RWY 04:** Thld dsplcd 300'. P-line.**RWY 22:** Thld dsplcd 540'. Tree.**AIRPORT REMARKS:** Unattended. CAUTION: Acft opr from gravel rwy SE of paved rwy during agriculture season. Rwy 04-22 no dsplcd thld arrow markings on dsplcd thld.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BOI.**DUBOIS (H) VORTACW** 116.9 DBS Chan 116 N44°05.33'

W112°12.56' 095° 24.2 NM to fld. 4915/15E.

**ST MARIES MUNI**

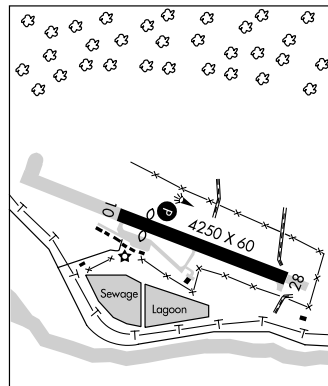
(S72) 1 NW UTC-8(-7DT) N47°19.57' W116°34.66'

GREAT FALLS

2127 B S2 FUEL 100LL NOTAM FILE BOI

L-13B**RWY 10-28:** H4250X60 (ASPH) S-12.5 MIRL (NSTD)**RWY 10:** PAPI(P2L)—GA 4.0°. TCH 39'. Thld dsplcd 715'. Trees.

Rgt tfc.

RWY 28: Trees.**AIRPORT REMARKS:** Attended on call 208-852-0941. Ultralight acft pattern established for Rwy 10 NW of rwy, rgt tfc. Rwy 10-28 NSTD MIRL first 715' west end not lgtd. Rwy 10 NSTD dsplcd thld marking yellow chevrons. ACTIVATE NSTD MIRL Rwy 10-28 and PAPI Rwy 10—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLP.**MULLAN PASS (H) VORW/DME** 117.8 MLP Chan 125 N47°27.42'W115°38.76' 239° 38.8 NM to fld. 6100/20E. **HIWAS.****SALMON**

N45°01.28' W114°05.06' NOTAM FILE SMN.

GREAT FALLS**(H) VORW/DME** 113.5 LKT Chan 82 036° 10.6 NM to Lemhi Co. 9258/18E.**H-1C, L-13C****RCO** 122.55 (BOISE RADIO)

SALMON**LEMHI CO** (SMN) 4 S UTC-7(-6DT) N45°07.43' W113°52.88'

4043 B S4 FUEL 100, JET A NOTAM FILE SMN

RWY 17-35: H5150X60 (ASPH) S-12.5 MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5° TCH 55'.

AIRPORT REMARKS: Attended 1500-0000Z†. Rwy 17-35 N 500' sharp drop-off on W shoulder. Rwy 17 use rgt tfc pattern for ngt ops only. Bcn OTS indef. ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS-3 135.075 (208) 756-4381.**COMMUNICATIONS:** CTAF/UNICOM 122.8

SALMON RCO 122.55 (BOISE RADIO)

SALT LAKE CENTER APP/DEP CON 132.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SMN.

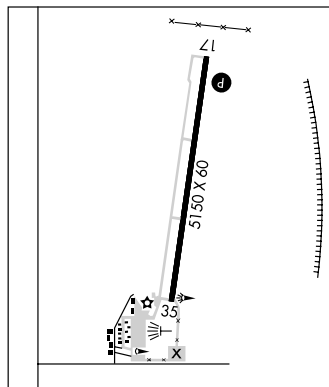
SALMON (H) VORW/DME 113.5 LKT Chan 82 N45°01.28'

W114°05.06' 036° 10.6 NM to fld. 9258/18E.

GREAT FALLS

H-1C, L-13C

IAP

**SANDPOE** N48°17.44' W116°33.79' NOTAM FILE BOI.

NDB (MHW) 264 SZT at Sandpoint. NDB unusable 360°-170° byd 15 NM; 170°-200° byd 20 NM; 200°-360° all distances and altitudes.

GREAT FALLS

L-13B

SANDPOINT (SZT) 2 N UTC-8(-7DT) N48°17.97' W116°33.61'

2131 B S4 FUEL 100LL, JET A OX 3, 4 NOTAM FILE SZT

RWY 01-19: H5501X75 (ASPH) S-40 MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.75° TCH 28'. Tree.

RWY 19: REIL. PAPI(P2L)—GA 3.75° TCH 28'. Trees.

AIRPORT REMARKS: Attended 1500-0300Z† Summer, 1600-0100Z† Winter. Wildlife invof arpt. Rwy 01 additional obstruction: +23' railroad at 730' centerline, +65' P-line at 1800' on centerline, and +85' trees at 1900' on centerline. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr continuously.

WEATHER DATA SOURCES: AWOS-3 135.425 (208) 263-3074.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ SEATTLE CENTER APP/DEP CON 123.95

RADIO AIDS TO NAVIGATION: NOTAM FILE GEG.

SPOKANE (H) VORTACW 115.5 GEG Chan 102 N47°33.90'

W117°37.61' 023° 61.6 NM to fld. 2755/21E. HIWAS.

SANDPOE NDB (MHW) 264 SZT N48°17.44' W116°33.79'

at fld. NOTAM FILE BOI.

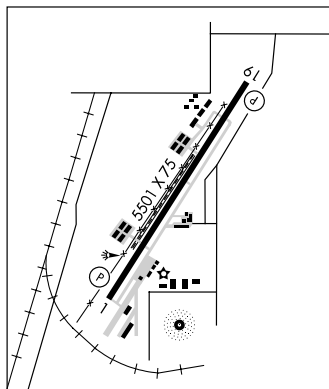
ILS/DME 109.1 I-RPO Chan 28 Rwy 01. Localizer

unusable from 1 NM to rwy thld.

GREAT FALLS

H-1C, L-13B

IAP

**SHEARER (USFS)** (2U5) 0 S UTC-8(-7DT) N45°59.37' W114°50.48'

2634 NOTAM FILE BOI

RWY 18-36: 2000X15 (TURF)

RWY 18: Hiil. RWY 36: Trees.

AIRPORT REMARKS: Unattended. CLOSED during winter months. Inexperienced pilots should use for emergencies only.

Recommend early morning or late evening operations during summer. Rwy 18-36 first 300' of rwy rough. Big

game animals on and invof arpt. Located in narrow winding river canyon. Land Rwy 18, takeoff Rwy 36. Blind

apch to Rwy 18; before landing/takeoff call on frequency. 122.9; monitor same. Ctc arpt manager

208-983-4060, for briefings and rwy conditions.

COMMUNICATIONS: CTAF 122.9

GREAT FALLS

SHOSHONE CO (See KELLOGG)

SLATE CREEK (1S7) 3 NW UTC-8(-7DT) N45°40.31' W116°18.34'

GREAT FALLS

1660 NOTAM FILE BOI

RWY 11-29: 2600X165 (TURF)

RWY 11: Fence.

RWY 29: P-line.

AIRPORT REMARKS: Unattended. No winter maintenance. No line of sight between rwy ends. Rwy 11-29 edges and thlds marked with white rock boundary markers. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

SMILEY CREEK (See GALENA)

SMITH PRAIRIE (See PRAIRIE)

SNAKE RIVER SPB (See LEWISTON)

SODA SPRINGS

ALLEN H TIGERT (U78) 1 SE UTC-7(-6DT) N42°38.91' W111°34.91'

SALT LAKE CITY

L-11D

5839 B FUEL 100LL NOTAM FILE U78

RWY 16-34: H3500X50 (ASPH) S-12 LIRL (NSTD)

RWY 16: TRCV(TRIL)—GA 4.0° TCH 25'. Thld dspcd 300'. Road.

RWY 34: TRCV(TRIL)—GA 3.0° TCH 15'.

RWY 13-31: H2500X50 (ASPH)

RWY 13: Tree.

RWY 31: Railroad.

AIRPORT REMARKS: Attended irregularly. Telephone

208-547-9927/2600 for svc. Sharply descending terrain near end of Rwy 31 and Rwy 34. Rwy 16-34 first 300' Rwy 16 pavement breaking up. Rwy 16-34 NSTD LIRL first 300' Rwy 16 not lgtd. Rwy 16 thld dspcd 300' at ngt, 3200' of Rwy 16-34 lgtd at ngt. ACTIVATE LIRL Rwy 16-34, TRCV Rwy 16 and Rwy 34—click CTAF 5 times.

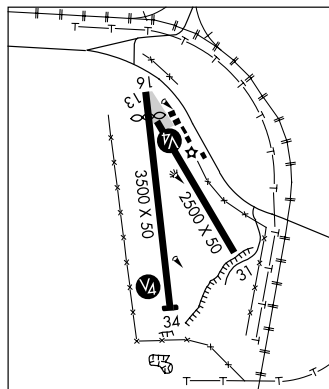
WEATHER DATA SOURCES: SAWRS (dalgt observation only).

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MLD.

MALAD CITY (H) VOR/DME 117.4 MLD Chan 121 N42°11.99'

W112°27.07' 038° 47.1 NM to fld. 7330/17E.



SOLDIER BAR USFS (85U) 1 SW UTC-7(-6DT) N45°05.99' W114°48.06'

GREAT FALLS

4190 NOTAM FILE BOI

RWY 07-25: 1650X15 (DIRT)

RWY 25: Hill.

RWY 07: Trees.

AIRPORT REMARKS: Unattended. Steep canyon walls in all directions. Cabin Creek arpt approximately 7 miles west up Big Creek Canyon. Arpt on bench 500' above Big Creek on south side. West ½ of rwy has 4° slope down to the north. Go arounds not recommended. Rwy 07-25 sharp dog leg on W ½ of rwy to the north. Land Rwy 25, tkf Rwy 07. Rwy 25 thld marked with rocks. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9

SQUAW BUTTE N44°00.71' W116°24.36'

SALT LAKE CITY

RCO 122.45 (BOISE RADIO)

L-11B

STANFORD FLD (See ST ANTHONY)

STANLEY N44°10.19' W114°55.87'

SALT LAKE CITY

RCO 122.6 (BOISE RADIO)

L-11C

STANLEY**BRUCE MEADOWS** (U63) 20 NW UTC-7(-6DT) N44°24.93' W115°19.01'

SALT LAKE CITY

6370 NOTAM FILE BOI

RWY 05-23: 5000X110 (TURF-DIRT)**RWY 05:** Fence. **RWY 23:** Fence.

AIRPORT REMARKS: Unattended. Livestock and big game animals have access to rwy. Rwy 23 6' fence at 40' on centerline; 200' timbered ridge at 2000' on centerline; 13' road at 300' on centerline 20' pole at 300' on centerline; 20' pole at 400' 50' left. No winter maintenance. Recommend land Rwy 05, tkf Rwy 23 when wind conditions permit. Arpt is located on a high mountain valley surrounded by mountains. Rwy 05-23 fences with yellow and black warning panels 45' from AER 05, 40' from end of AER 23. Rwy 05-23 edges and thlds marked with white rocks. 20' wide dirt strip down center of Rwy 05-23.

COMMUNICATIONS: CTAF 122.9**STANLEY** (2U7) 1 SE UTC-7(-6DT) N44°12.51' W114°56.07'

SALT LAKE CITY

6403 NOTAM FILE BOI

RWY 17-35: 4300X150 (TURF-DIRT)**RWY 17:** Trees. **RWY 35:** Fence.

AIRPORT REMARKS: Unattended. No winter maintenance. Arpt located in valley surrounded by high mountainous terrain. Numerous air taxi operations during the summer months. Rwy 17-35 rwy edges and thlds marked with white rocks.

COMMUNICATIONS: CTAF 122.9

RCO 122.6 (BOISE RADIO)

THOMAS CREEK (2U8) 31 N UTC-7(-6DT) N44°43.58' W115°00.21'

GREAT FALLS

4400 NOTAM FILE BOI

RWY 03-21: 2100X75 (TURF-DIRT)**RWY 03:** Ridge. **RWY 21:** Trees.

AIRPORT REMARKS: Unattended. No winter maintenance. Recommend ldg Rwy 21, tkf Rwy 03, go arounds extremely difficult. Rwy 03 first 400' is dog leg with a heading of 360°. Acft loading and unloading at the south end of Rwy 21. Considerable air taxi operations mid to late summer. Rwy 03-21 usable width may vary from 75' to 100'. Arpt is located on plateau 100-150' abv river.

COMMUNICATIONS: CTAF 122.9**STEELHEAD** N42°54.97' W114°40.45' NOTAM FILE BOI.

SALT LAKE CITY

NDB (MHW) 211 HDG 255° 4.0 NM to Gooding Muni.

L-11C

STRIK N42°28.72' W114°21.27' NOTAM FILE TWF.

SALT LAKE CITY

NDB (LOM) 389 TW 256° 5.9 NM to Joslin Fld-Magic Valley Rgnl.**STURGEON** N43°06.80' W115°39.51' NOTAM FILE BOI.

SALT LAKE CITY

NDB (MHW) 333 STI 272° 3.4 NM to Mountain Home Muni. Unusable 320°-020° byd 15 NM.

L-11B

SWEDEN N43°25.93' W112°09.75' NOTAM FILE IDA.

SALT LAKE CITY

NDB (MHW) 350 SWU 024° 6.3 NM to Idaho Falls Rgnl.

L-11D

NDB unusable 025°-080° beyond 20 NM all altitude.**TANGLEFOOT SPB** (See CAVANAUGH BAY)**THOMAS CREEK** (See STANLEY)**THREE CREEK****MURPHY HOT SPRINGS** (3U0) 9 SW UTC-7(-6DT) N42°01.41' W115°20.13'

SALT LAKE CITY

5829 NOTAM FILE BOI

RWY 01-19: 5250X120 (TURF)**RWY 01:** Fence. **RWY 19:** Fence.

AIRPORT REMARKS: Unattended. Rwy 01-19 rodent damage. No winter maintenance. No line of sight between rwy ends. Recommend land Rwy 19 and depart Rwy 01 when wind conditions permit. Rwy 01-19 edges and thlds marked with white rock. No telephone avbl at arpt.

COMMUNICATIONS: CTAF 122.9**TWIN BRIDGES** (See KETCHUM)

TWIN FALLS N42°28.79' W114°29.37' NOTAM FILE TWF.

SALT LAKE CITY

(L) VORTACW 115.8 TWF Chan 105 at Joslin Fld—Magic Valley Rgnl. 4140/18E.

H-3C, L-11C

VOR portion unusable

115°-160° byd 30 NM blo 11,000'

115°-160° byd 33 NM blo 12,000'

DME unusable

105°-160° byd 20 NM blo 15,000'

RCO 122.25 (BOISE RADIO)

TWIN FALLS**JOSLIN FLD—MAGIC VALLEY RGNL** (TWF) 4 S UTC-7(-6DT)

SALT LAKE CITY

N42°28.91' W114°29.27'

H-3C, L-11C

4154 B S4 FUEL 100LL, JET A1 + OX 1, 3 Class II, ARFF Index A NOTAM FILE TWF

IAP, AD

RWY 07-25: H8703X150 (ASPH-PFC) S-75, D-200, ST-175,

DT-250 HIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 12-30: H3224X150 (ASPH) S-19 1.3% up SE

RWY 12: Trees.

RWY 30: Antenna.

LAND AND HOLD SHORT OPERATIONS

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---------|------------------|-----------|
| RWY 07 | 12-30 | 4500 |
| RWY 25 | 12-30 | 3600 |

AIRPORT REMARKS: Attended 1330-0300Z†. Additional fuel service fee between 0300-1330Z†, call 208-733-5920 or 539-4034 for information. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 208-733-5215. Rwy 12-30 and Twy G, Twy H, Twy J and Twy K non-air carrier movement area. When twr clsd ACTIVATE HIRL Rwy 07-25, MALSR Rwy 25, REIL Rwy 07—CTAF. Landing fee for all FAR Part 121, 135 operators and general aviation Part 91 acft greater than 12,500 lbs maximum gross landing weight. For information ctc airport manager 208-733-5215.

WEATHER DATA SOURCES: ASOS 135.025 (208) 733-1878.**COMMUNICATIONS:** CTAF 118.2 UNICOM 122.95

TWIN FALLS RCO 122.25 (BOISE RADIO)

TWIN FALLS APP/DEP 126.7 (1300-0400Z†)

®SALT LAKE CENTER APP/DEP CON 118.05 (0400-1300Z†)

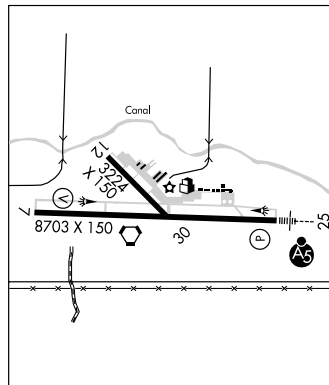
TWIN FALLS TOWER 118.2 (1300-0400Z†) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0400Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE TWF.

TWIN FALLS (L) VORTACW 115.8 TWF Chan 105 N42°28.79' W114°29.37' at fld. 4140/18E.

STRIK NDB (LOM) 389 TW N42°28.72' W114°21.27' 256° 5.9 NM to fld.

ILS 108.3 I-TWF Rwy 25. Class IE. LOM STRIK NDB. ILS unmonitored when twr closed.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.**TYHEE** N42°57.83' W112°30.98' NOTAM FILE PIH.

SALT LAKE CITY

NDB (LOM) 383 PI 210° 4.8 NM to Pocatello Rgnl. Unmonitored when twr clsd.

L-11C

UConn N43°35.87' W111°58.84' NOTAM FILE IDA.

SALT LAKE CITY

NDB (LOM) 324 ID 201° 6.4 NM to Idaho Falls Rgnl.

UPPER LOON CREEK USFS (See CHALLIS)**USTIK** N43°35.81' W116°18.91' NOTAM FILE BOI.

SALT LAKE CITY

NDB (HW/LOM) 359 BO 099° 4.5 NM to Boise Air Terminal (Gowen Fld).

L-11B

WARM SPRINGS CREEK (See LOWMAN)

WARREN (USFS) (3U1) 0 NW UTC-7(-6DT) N45°16.09' W115°41.01'

GREAT FALLS

5896 NOTAM FILE BOI

RWY 11-29: 2765X50 (DIRT)

RWY 11: Trees. **RWY 29:** Road.

AIRPORT REMARKS: Unattended. No winter maintenance. Rwy width varies from 65' to 85'. Rwy 11-29 thlds marked with white rock. Recommend land Rwy 11, tkf Rwy 29 when wind conditions allow. Downdrafts prevalent Rwy 11 summer months. Recommended use early morning and late evening in summer. Not recommended for inexperienced pilots. Road crosses rwy approximately 800' from Rwy 11 thld. No telephone avbl at arpt. Rwy 11-29 has some loose rocks to 2 inches in diameter, isolated spots of embedded flat rocks to 6 inches in diameter and some spotty weed growth to 12 inches.

COMMUNICATIONS: CTAF 122.9

WEATHERBY USFS (See ATLANTA)

WEISER MUNI (S87) 3 S UTC-7(-6DT) N44°12.28' W116°57.63'

SALT LAKE CITY

2120 B S3 FUEL 100LL NOTAM FILE BOI

L-11B

RWY 12-30: H4000X60 (ASPH) S-12.5 MIRL

IAP

RWY 12: REIL. Trees.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

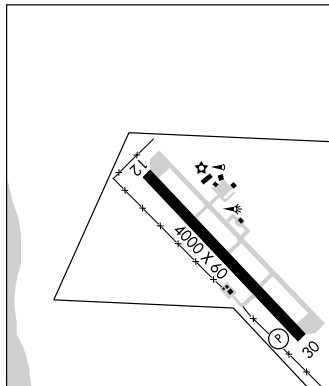
AIRPORT REMARKS: Attended continuously. Birds on and in vicinity of arpt. Extensive agricultural ops Mar-Oct. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF. PAPI Rwy 30 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

SALT LAKE CENTER APP/DEP CON 128.05

RADIO AIDS TO NAVIGATION: NOTAM FILE BOI.

DONNELLY (H) VORTACW 116.2 DNJ Chan 109 N44°46.03' W116°12.38' 205° 46.8 NM to fld. 7333/19E.



YELLOW PINE

JOHNSON CREEK (3U2) 3 S UTC-7(-6DT) N44°54.73' W115°29.14'

GREAT FALLS

4933 NOTAM FILE BOI

RWY 17-35: 3400X150 (TURF)

RWY 17: Ridge. **RWY 35:** Fence.

AIRPORT REMARKS: Attended Jun-Aug, Thu-Mon 1500-0000Z±. Big game animals on and invof arpt. No winter maintenance. Recommend land Rwy 17, tkf Rwy 35 when wind conditions allow. Rwy 17-35 plus 60' trees 100' each side of centerline. Be alert for sprinklers on rwy. Additional 250' of length avbl for tkf on Rwy 35 end. Rwy 17-35 edges and thlds marked with white rocks. Special considerations should be given to density altitude, turbulence and mountain flying proficiency.

COMMUNICATIONS: CTAF 122.9

2009 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2009, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2009 aerial demonstration locations, subject to change without notice, are:

| DATE: | | USAF Thunderbirds | USN Blue Angels | Canadian Snowbirds | USA Golden Knights |
|----------|-------|-------------------|------------------------|--------------------|--------------------|
| October | 24-25 | | Fort Worth, TX | | Fort Worth, TX |
| | 24-25 | | | | Pinehurst, NC |
| | 31 | | Houston, TX | | |
| November | 1 | | Houston, TX | | |
| | 7-8 | Homestead AFB, FL | Jacksonville Beach, FL | | |
| | 13-14 | | NAS Pensacola, FL | | |
| | 14-15 | Nellis AFB, NV | | | |

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

**VFR ADVISORY AREA
Canadian Airspace
VICTORIA-VANCOUVER
(Effective: Until Further Notice)**

Effective 0901 UTC August 6, 1994, a VFR Advisory Area was permanently established between the two Canadian control zones, from above 1,200' MSL up to 2,500' MSL. Vancouver and Victoria Towers provide radar traffic information to all participating aircraft within the VFR Advisory Area.

PROCEDURES

Victoria/Vancouver

*All aircraft operating between Victoria and Vancouver within the VFR Advisory Area should follow the routes shown on the graphic.

***Northbound:** Change from Victoria Tower, 119.1, to Vancouver Tower, 124.0, when instructed by ATC.

***Southbound:** Change from Vancouver Tower, 124.0, to Victoria Tower, 119.1, when instructed by ATC.

*Set transponder codes as requested.

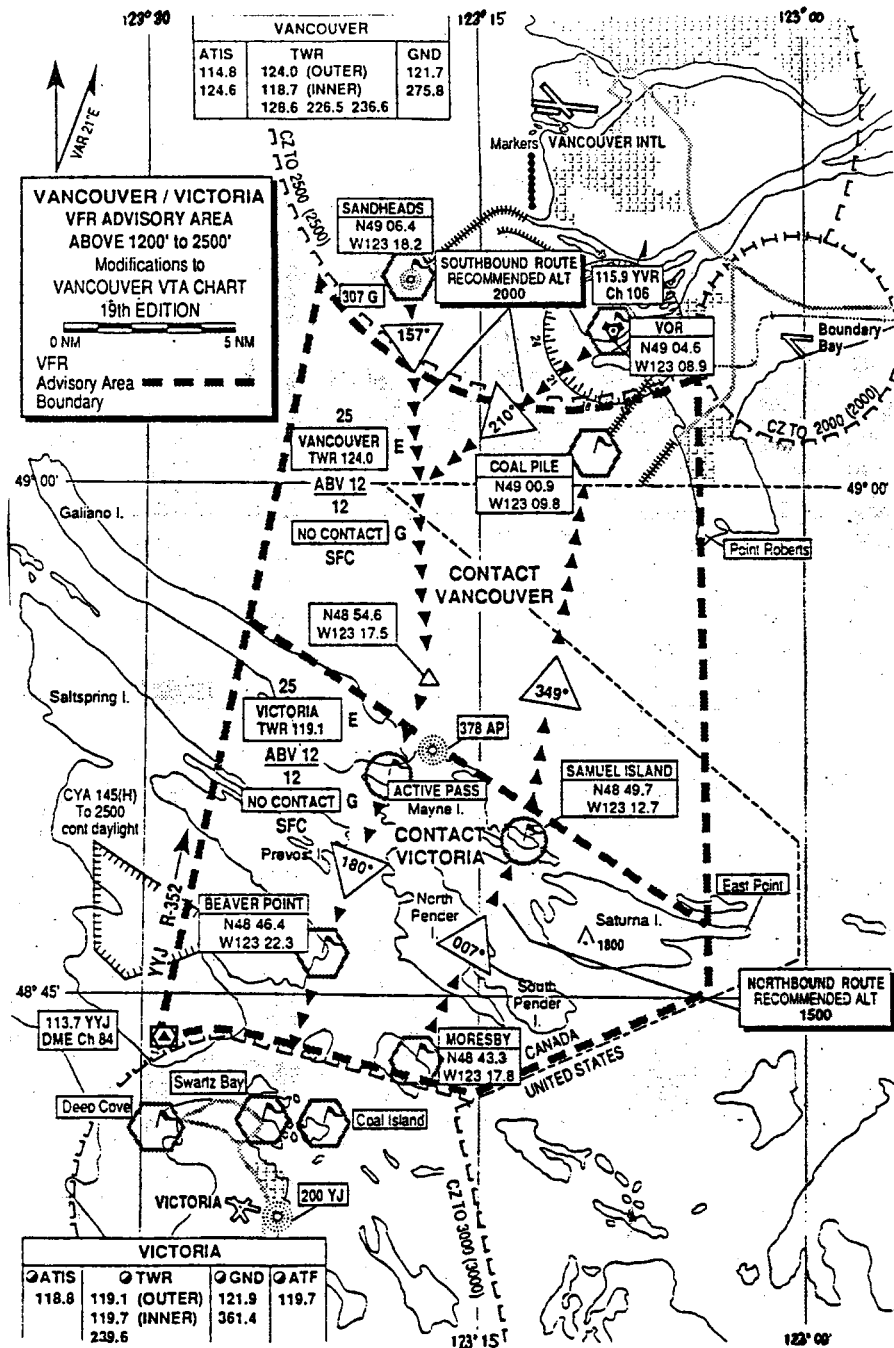
TRANSITING TRAFFIC

*Call Vancouver Tower on 124.0 when north of the Active Pass/Samuel Island Line.

*Call Victoria Tower on 119.1 when south of the Active Pass/Samuel Island Line.

*Set Transponder codes as requested.

Routes and recommended altitudes will not be useable by all aircraft at all times because of weather and regulations pertaining to flight over water. Higher altitudes may be requested. If unable to maintain VFR, advise ATC.



CONTROLLED FIRING
Fort Harrison Controlled Firing Area
Helena, Montana

Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, 5'800 MSL and BELOW. The area defined by the following radial/DME coordinates HLN258008, HLN258005, HLN250008, HLN250005.

CONTROLLED FIRING
Limestone Hills Controlled Firing Area
Helena, Montana

Controlled firing occurs in the vicinity of the Helena, Montana VORTAC (HLN) 24 hours daily, FL180 and BELOW. The area defined by the following radial/DME coordinates HLN125026, HLN127028, HLN140025, HLN125028.

**SPECIAL NORTH ATLANTIC, CARIBBEAN AND
PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

| | |
|----------------------|------------|
| North Atlantic area: | 123.45 MHz |
| Caribbean area: | 123.45 MHz |
| Pacific area: | 123.45 MHz |

MOUNT ST. HELENS NATIONAL VOLCANIC MONUMENT, WASHINGTON

The U.S. Geological Survey (USGS) and the U.S. Forest Service (USFS) conduct low level flights to and from monitor station within the monument and within the crater itself. Due to this activity, the volatility of the volcano and a high volume of sightseeing flights in the area, the following procedures are recommended in the interest of flying safety.

1. VFR aircraft are encouraged to transmit an initial position report on 122.75 MHz in the blind when flying at altitudes of less than 10,000 feet MSL within 10 nautical miles of the Mount St. Helens volcano crater.
2. VFR flight below 3000 feet AGL – strongly not recommended.
3. VFR flight above 3000 feet AGL – fly a counterclockwise pattern, no closer than 3 miles to the volcano summit.

VFR rules of "see and be seen" and good airmanship practices will prevail. Approval to land can only be obtained through appropriate Federal or State authority. Any significant information will be broadcast on the transcribed weather broadcasts by the Seattle and McMinnville Flight Service Stations and available on the Portland and Seattle ATIS. Marginal radar coverage limits Seattle Center's ability to provide radar flight following to aircraft in orbit of the volcano.

DEVILS TOWER NATIONAL MONUMENT, WYOMING

For reasons of national welfare, pilots are requested to avoid flights within 3 nautical miles of Devils Tower National Monument.

BIRD HAZARD OREGON AND WASHINGTON

Heavy concentration of migratory and wintering flocks of large waterfowl from the Canadian to California borders annually November to May. Caution advised at all airports or while transiting area.

SIMULTANEOUS OPERATIONS
Boeing Field/King County International Airport
Seattle, Washington

All users: Boeing Field Airport Traffic Control Tower is authorized to conduct simultaneous same direction operations to parallel runways, between sunrise and sunset, for Category II aircraft and smaller.

Spokane International Airport
Spokane, Washington

Application of visual separation for simultaneous operations. When weather conditions at Spokane International Airport are 1500' ceiling and 5 miles visibility or greater Spokane International Airport controllers may provide visual separation of aircraft landing and departing simultaneously at Spokane International Airport and Fairchild Airforce Base.

LASER LIGHT DEMONSTRATIONS
Bozeman, Montana

A laser light demonstration will be conducted daily between 0000 and 2359 MDT until June 24, 2010 at Montana State University BZN VORTAC 129 radial at 8 NM LAT 45-39-59N/Long 111-02-44W. The laser beam elevation will be a maximum of 090 and a minimum of 089. The beam may be injurious to eyes when viewed within 12000 feet AGL vertically and 500 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

**SEATTLE-TACOMA INTL
SEATTLE, WASHINGTON****Gatehold Procedures:**

During peak departure periods, gatehold procedures are implemented for all IFR departures. Additional information will be broadcast on ATIS.

Oceanic Departures:

1. Contact Clearance Delivery *only* when you will be ready to taxi within ten minutes. State destination, requested altitude, "ten minutes to taxi."
 2. If ATC delays are more than 15 minutes for your filed altitude/route, alternatives with less delay will be offered.
 3. Failure to depart the gate within ten minutes or reach the runway at the release time specified in the IFR clearance may result in the cancellation of your clearance.
-

MOUNTAIN HOME, IDAHO

All aircraft operating within 20 NM of the Liberator VOR are requested to contact Mountain Home APP CON on 124.8 for traffic advisory due to intensive military training in the Mountain Home area.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or water administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

| Airport/Ident | Runway No. | Airport/Ident | Runway No. |
|-----------------------------------|------------|--------------------------------|------------|
| Albuquerque, NM (ABQ) | 08 | Milwaukee, WI (MKE) | 01L |
| Andrews AFB, MD (ADW) | 01L | Minneapolis, MN (MSP) | 30L |
| Anchorage, AK (ANC) | 07R | Nashville, TN (BNA) | 02L |
| Atlanta, GA (ATL) | 09R | New Orleans, LA (MSY) | 10 |
| Baltimore, MD (BWI) | 10 | New York, NY (JFK) | 04R |
| Bismarck, ND (BIS) | 31 | New York, NY (LGA) | 22 |
| Boise, ID (BOI) | 10R | Newark, NJ (EWR) | 04R |
| Boston, MA (BOS) | 04R | Oklahoma City, OK (OKC) | 35R |
| Charlotte, NC (CLT) | 36L | Omaha, NE (OMA) | 14R |
| Chicago, IL (ORD) | 14R | Ontario, CA (ONT) | 26L |
| Cincinnati, OH (CVG) | 36C | Philadelphia, PA (PHL) | 09R |
| Cleveland, OH (CLE) | 06R | Phoenix, AZ (PHX) | 08 |
| Dallas/Fort Worth, TX (DFW) | 17C | Pittsburgh, PA (PIT) | 10L |
| Denver, CO (DEN) | 35R | Reno, NV (RNO) | 16R |
| Des Moines, IA (DSM) | 31 | Salt Lake City, UT (SLC) | 34L |
| Detroit, MI (DTW) | 03R | San Antonio, TX (SAT) | 12R |
| El Paso, TX (ELP) | 22 | San Diego, CA (SAN) | 09 |
| Fairbanks, AK (FAI) | 01L | San Francisco, CA (SFO) | 28R |
| Great Falls, MT (GTF) | 03 | San Juan, PR (SJU) | 08 |
| Honolulu, HI (HNL) | 08L | Seattle, WA (SEA) | 16C |
| Houston, TX (IAH) | 26L | St. Louis, MO (STL) | 30R |
| Indianapolis, IN (IND) | 05L | Tampa, FL (TPA) | 36L |
| Jacksonville, FL (JAX) | 07 | Tulsa, OK (TUL) | 36R |
| Kansas City, MO (MCI) | 19R | Washington, DC (DCA) | 01 |
| Los Angeles, CA (LAX) | 24R | Washington, DC (IAD) | 01R |
| Memphis, TN (MEM) | 36L | Wichita, KS (ICT) | 01L |
| Miami, FL (MIA) | 08R | | |

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

Night Vision Lights Out Operations Yakima Training Center, Washington

Military helicopter activity will be conducted for night vision lights out training at Yakima Training Center, Washington. Position lights will be extinguished or greatly reduced in intensity. The training will be conducted within the confines of the YTC reservation but outside of the restricted airspace. The general description of the night vision goggle (NVG) training area is that airspace bordered by R-6714H on the south, Highline Canal on the west, the southern edge of Interstate 90 on the north, and Ginko State Park Petified Forest on the east.

The boundaries of the NVG area are:

Beginning at lat. 46°55'03"N, long. 120°01'34"W;
to lat. 46°55'40"N, long. 120°01'35"W;
to lat. 46°55'39"N, long. 120°02'52"W;
to lat. 46°56'15"N, long. 120°02'52"W
thence west along the southern edge of Interstate 90;
to lat. 46°57'21"N, long. 120°18'08"W;
thence west/southwest along the Highline Canal;
to lat. 46°55'24"N, long. 120°19'55"W;
to point of beginning.

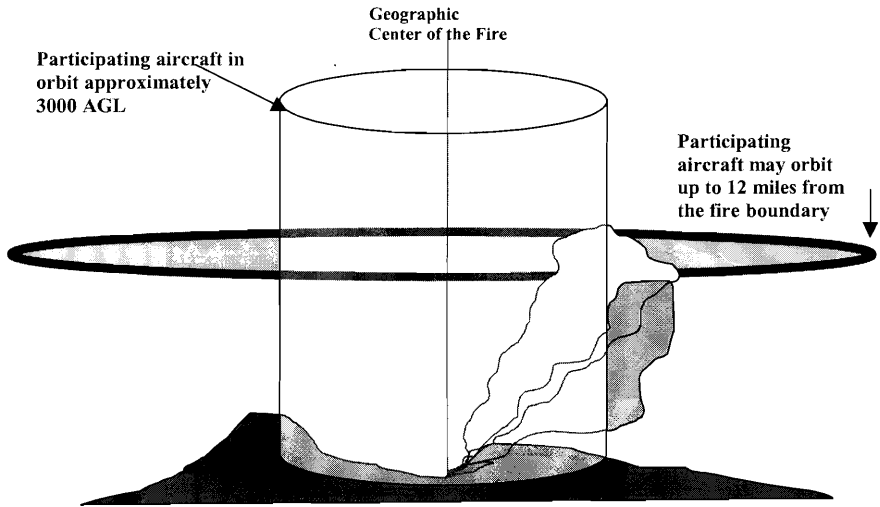
Times of use: Sunset to sunrise, daily.

Request Publication date of May 22, 1997.

Please refer any questions to James Riley, ANM-532.2, at (206) 227-2537.

LIGHTS-OUT OPERATIONS Hays MOA, Montana

Lights-out night vision goggle training operations conducted within the Hays MOA at all altitudes from sunset to sunrise when MOA is active by NOTAM. Contact Salt Lake City ARTCC on 133.4 or 119.75 or Great Falls FSS for schedule and NOTAM information.

FIREFIGHTING TRAFFIC AREAS

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

Selected remote FSS facilities across the contiguous United States have variable part-time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

NORTHWEST U.S.

WASHINGTON: Seattle, Boeing Field/King County International (BFI)—SEA FSS

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1-800-WX-BRIEF (1-800-992-7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1-877-4TIBS-WX(1-877-484-2799)

Clearance Delivery Only 1-888-766-8267

Lifeguard Flights Only 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ * 1-866-225-7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

| Forecast | Explanation | Report |
|----------------|---|--|
| TAF | Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report | METAR |
| KPIT | ICAO location indicator | KPIT |
| 091730Z | Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time | 091955Z |
| 091818 | Valid period: 2-digit date, 2-digit beginning, 2-digit ending times In U.S. METAR : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on | COR |
| 15005KT | Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u>); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for METAR , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180V260 | 22015G25KT |
| 5SM | Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in TAF <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction) | 3/4SM |
| HZ | Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"/</u> "; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>Feet</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No change</u>) | R28L/2600FT |
| FEW020 | Significant present, forecast and recent weather: see table (on back) Cloud amount, height and type: <u>SKY</u> <u>Clear</u> 0/8, <u>FEW</u> >0/8-2/8, <u>SCaTtered</u> 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OVerCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>CumulonimBus</u> in METAR ; in TAF , only <u>CB</u> . <u>Vertical Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, <u>CLeaR</u> for "clear below 12,000 feet" <u>Tem</u> perature: degrees Celsius; first 2 digits, temperature <u>"/</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06 <u>Alti</u> meter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; (<u>Q</u> -hectoPascals, e.g., Q1013) | TSRA OVC010CB 18/16 A2992 |

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

| Forecast | Explanation | Report |
|----------------------|--|---|
| WS010/31022KT | In U.S. TAF , non-convective low-level ($\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); "°"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u> | RMK SLP045 T01820159 |
| FM1930 | In METAR , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C | |
| TEMPO 2022 | <u>FroM</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces. | |
| PROB40 0407 | TEMPO rary: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period | |
| BECMG 1315 | PROB ability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period | |
| | BEC oMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period | |

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor

| | | | |
|------------|------------|-------------|-----------------|
| MI Shallow | BC Patches | PR Partial | TS Thunderstorm |
| BL Blowing | SH Showers | DR Drifting | FZ Freezing |

WEATHER PHENOMENA

Precipitation

| | | | |
|-----------------|----------------|---------|----------------------------|
| DZ Drizzle | RA Rain | SN Snow | SG Snow grains |
| IC Ice crystals | PL Ice pellets | GR Hail | GS Small hail/snow pellets |

UP Unknown precipitation in automated observations

Obscuration

| | | | |
|--------------------------|----------------------|----------|--------------------|
| BR Mist ($\geq 5/8$ SM) | FG Fog ($< 5/8$ SM) | FU Smoke | VA Volcanic ash |
| SA Sand | HZ Haze | PY Spray | DU Widespread dust |

Other

| | | | |
|-----------------|------------------------|--------------|------------------------------------|
| SQ Squall | SS Sandstorm | DS Duststorm | PO Well developed dust/sand whirls |
| FC Funnel cloud | +FC tornado/waterspout | | |

- Explanations in parentheses "()" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥ 10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052

National Oceanic and Atmospheric Administration—National Weather Service

Air Traffic Control System Command Center

Main Number 703-904-4400

RGNL AIR TRAFFIC DIVISIONS

| REGION | TELEPHONE |
|--------------------|--------------|
| Alaskan | 907-271-5464 |
| Central | 816-329-2500 |
| Eastern | 718-553-4502 |
| Great Lakes | 847-294-7202 |
| New England | 781-238-7500 |
| Northwest Mountain | 425-227-2500 |
| Southern | 404-305-5500 |
| Southwest | 817-222-5500 |
| Western Pacific | 310-725-6500 |

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

| ARTCC NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|----------------|---|---------------------|-------------------------|
| Albuquerque | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 505-856-4300 |
| Anchorage | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-269-1137 |
| Atlanta | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 770-210-7601 |
| Boston | 617-238-7001 | 7:30 a.m.-4:00 p.m. | 603-879-6633 |
| Chicago | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 630-906-8221 |
| Cleveland | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 440-774-0310 |
| Denver | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 303-651-4100 |
| Ft. Worth | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 817-858-7300 |
| Houston | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 281-230-5300 |
| Indianapolis | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 317-247-2231 |
| Jacksonville | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 904-549-1501 |
| Kansas City | 816-329-3000 | 7:30 a.m.-4:00 p.m. | 913-254-8500 |
| Los Angeles | 661-265-8200 | 7:30 a.m.-4:00 p.m. | 661-265-8200 |
| Memphis | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 901-368-8103 |
| Miami | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 305-716-1500 |
| Minneapolis | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 651-463-5580 |
| New York | 718-995-5426 | 8:00 a.m.-4:40 p.m. | 516-468-1001 |
| Oakland | 310-725-3300 | 6:30 a.m.-3:00 p.m. | 510-745-3331 |
| Salt Lake City | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 801-320-2500 |
| Seattle | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 253-351-3500 |
| Washington | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 703-771-3401 |

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

| TRACON NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|------------------|---|---------------------|-------------------------|
| Atlanta | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 404-669-1200 |
| Chicago | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 847-608-5509 |
| Dallas/Ft. Worth | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 972-615-2500 |
| Denver | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 303-342-1500 |
| Houston | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 281-230-8400 |
| New York | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 516-683-2901 |
| Northern CA | 310-725-3300 | 7:00 a.m.-3:30 p.m. | 916-366-4001 |
| Southern CA | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 858-537-5800 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

| AIRPORT NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|--|---|---------------------|-------------------------|
| Albuquerque Intl Sunport, NM | 817-222-5006 | 8:00 a.m.-5:00 p.m. | 505-842-4366 |
| Andrews AFB, MD | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 301-735-2380 |
| Baltimore/Washington Intl Thurgood Marshall, MD | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 410-962-3555 |
| Boston Logan Intl, MA | 781-238-7001 | 7:30 a.m.-4:00 p.m. | 617-455-3100 |
| Bradley Intl, CT | 617-238-7001 | 7:30 a.m.-4:00 p.m. | 203-627-3428 |
| Burbank/Bob Hope, CA | 310-725-3300 | 7:00 a.m.-5:30 p.m. | 818-567-4806 |
| Charlotte Douglas Intl, NC | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 704-344-6487 |
| Chicago Midway, IL | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 773-884-3670 |
| Chicago O'Hare Intl, IL | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 773-601-7600 |
| Cleveland Hopkins Intl, OH | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 216-898-2020 |
| Covington/Cincinnati, OH | 708-294-7401 | 8:00 a.m.-4:30 p.m. | 606-767-1006 |
| Dallas/Ft. Worth Intl, TX | 817-222-5006 | 8:30 a.m.-5:00 p.m. | 972-615-2531 |
| Dayton Cox Intl, OH | 847-294-8400 | 7:30 a.m.-4:00 p.m. | 937-454-7300 |
| Denver Intl, CO | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 303-342-1600 |
| Detroit Metro, MI | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 734-955-5000 |
| Fairbanks Intl, AK | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-474-0050 |
| Fort Lauderdale Intl, FL | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 305-356-7932 |
| George Bush Intercontinental/Houston, TX | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 713-230-8400 |
| Hartsfield-Jackson Atlanta Intl, GA | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 404-669-1200 |
| Honolulu Intl, HI | 310-643-3200 | 7:30 a.m.-4:00 p.m. | 808-840-6100 |
| Houston Hobby, TX | 817-222-5006 | 8:00 a.m.-5:00 p.m. | 713-847-1400 |
| Indianapolis Intl, IN | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 317-484-6600 |
| Kahului/Maui, HI | 310-643-3200 | 7:30 a.m.-4:00 p.m. | 808-877-0725 |
| Kansas City Intl, MO | 816-329-3000 | 7:30 a.m.-4:00 p.m. | 816-329-2700 |
| Las Vegas McCarran, NV | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 702-262-5978 |
| Los Angeles Intl, CA | 310-725-3300 | 7:00 a.m.-3:30 p.m. | 310-342-4900 |
| Louis Armstrong New Orleans Intl, LA | 817-222-5006 | 7:00 a.m.-4:30 p.m. | 504-471-4300 |
| Memphis Intl, TN | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 901-322-3350 |
| Miami Intl, FL | 404-305-5180 | 7:00 a.m.-4:00 p.m. | 305-869-5400 |
| Minneapolis/St. Paul, MN | 847-294-8400 | 8:00 a.m.-4:00 p.m. | 612-713-4000 |
| Nashville Intl, TN | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 615-781-5460 |
| New York Kennedy Intl, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 718-656-0335 |
| New York La Guardia, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 718-335-5461 |
| Newark Liberty Intl, NJ | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 973-645-3103 |
| Norman Y. Mineta San Jose Intl, CA | 310-643-3200 | 7:30 a.m.-4:00 p.m. | 408-982-0750 |
| Ontario Intl, CA | 310-643-3200 | 7:30 a.m.-4:00 p.m. | 909-983-7518 |
| Orlando Intl, FL | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 407-850-7000 |
| Philadelphia Intl, PA | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 215-492-4100 |
| Phoenix Sky Harbor Intl, AZ | 310-643-3200 | 7:30 a.m.-4:00 p.m. | 602-379-4226 |
| Pittsburgh Intl, PA | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 412-269-9237 |
| Portland Intl, OR | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 503-493-7500 |
| Raleigh-Durham, NC | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 919-840-5544 |
| Ronald Reagan Washington National, DC | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 703-413-1535 |
| Salt Lake City, UT | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 801-325-9600 |
| San Antonio Intl, TX | 817-222-5006 | 8:00 a.m.-4:30 p.m. | 210-805-5507 |
| San Diego Lindbergh Intl, CA | 310-725-3300 | 8:00 a.m.-4:30 p.m. | 619-299-0677 |
| San Francisco Intl, CA | 310-643-3200 | 7:00 a.m.-3:30 p.m. | 650-876-2883 |
| San Juan Intl, PR | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 809-253-8663 |
| Seattle-Tacoma Intl, WA | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 206-214-4600 |
| St. Louis Lambert, MO | 816-329-3000 | 7:30 a.m.-4:00 p.m. | 314-890-1000 |
| Tampa Intl, FL | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 813-371-7700 |
| Ted Stevens Anchorage Intl, AK | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-271-2700 |
| Teterboro, NJ | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 201-288-1889 |
| Washington Dulles Intl, DC | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 703-661-6031 |
| West Palm Beach, FL | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 407-683-1867 |
| Westchester Co, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 914-948-6520 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

®DENVER CENTER – 125.9 H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15
(KZDV)

Casper – 135.6 **118.925**
 Cherokee – 132.1
 Cheyenne – **134.575 133.175** 132.1 125.9
 Laramie – 125.9
 Lusk – 135.6
 Medicine Bow – **133.175** 132.1 126.5
 Rock Springs – 128.5
 Sundance – 135.6 **133.675**

®SALT LAKE CITY CENTER H-1-2-3, L-9-11-12-13-14
(KZLC)

Ashton – **132.4** 132.4 **128.35** 128.35
 Baker – 128.05
 Big Piney – **128.35** 128.35
 Billings – **127.75** 127.75
 Blackfoot – **128.35** 128.35
 Bliss – 128.55 118.05
 Boise – 118.05
 Bozeman – **132.4** 132.4
 Burley – 118.05
 Butte – **133.4** 133.4 **132.4** 132.4
 Cascade – **121.15**
 Francis Peak – 127.7
 Glasgow – **126.85** 126.85
 Great Falls – **133.4** 133.4 **132.425**
 Green River – **124.35** 124.35
 Jackson – **133.25** 133.25
 Judith Mountain – **133.4** 133.4 **126.85** 126.85
 Lakeside – 133.4
 Lovell – **133.25** 133.25
 Malad City – **126.75**
 Miles City – **126.85** 126.85
 Missoula – 133.4 **119.75** 119.75
 Rome – 128.05
 Salmon – **132.4** 132.4
 Sheridan – **127.75** 127.75
 Squaw Butte – 128.05 **121.15**
 Thermopolis – **133.25** 133.25 **124.35** 124.35

®SEATTLE CENTER H-1-3, L-1-2-11-13
(KZSE)

Antelope Mountain – 124.85
 Arcata – **124.85**
 Badger Mountain – **127.05** 127.05 **134.95** 134.95
 Beacon Hill – **127.05** 127.05 **120.3** 120.3
 Cottonwood – 123.95 **118.55**
 Dallesport – **126.6** 126.6
 Fort Lawton – **127.05** 127.05
 Hoquiam – **128.3**
 Horton – **132.075** 125.8 121.4
 Kimberly – **135.45**
 Klamath Falls – **134.9** 127.6
 Lakeside – 123.95
 Lakeview – **135.35** 127.6
 Larch Mountain – **128.3** 128.3 **126.6** 126.6
 Marlin – 126.1
 Medford – **135.15** 124.85 121.4
 Mohler – **128.45**
 Mullian Pass – **128.45**
 Nassel – 124.2
 Neah Bay – **125.1** 125.1
 Redmond – **121.35 134.9 135.35** 128.15
 Rex-Parrett – **121.35**
 Scappoose – 124.2 128.15
 Spokane – 123.95 119.225
 Stampede Pass – **134.95** 134.95
 The Dalles – **135.45** 119.65
 Wallula – 132.6
 Wenatchee – 126.1
 Whidbey Island – **134.95** 134.95 128.5 **125.1** 125.1
 Yakima – **135.525** 135.525 132.6 **120.3** 120.3 **118.55**

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

BOISE AFSS

ASHTON RCO 123.625
BLISS RCO 122.4
BOISE RCO 122.2 122.6
CASCADE RCO 122.35
CONNERS RCO 122.05
COEUR D'ALENE RCO 122.05
HAILEY RCO 122.4
IDAHO FALLS RCO 122.55
LEWISTON RCO 122.35
MALAD CITY RCO 122.65
MOUNTAIN HOME RCO 122.6
MULLAN PASS RCO 122.15
POCATELLO RCO 122.35
ROME RCO 122.65
SALMON RCO 122.55
SQAW BUTTE RCO 122.45
STANLEY RCO 122.6
TWIN FALLS RCO 122.25

CASPER AFSS

ANTELOPE GAP RCO 122.2
BIG PINEY RCO 122.3
BOYSEN RESERVOIR RCO 122.3
CASPER RCO 122.2 122.4
CHEROKEE RCO 122.4
CHEYENNE RCO 122.3
CODY RCO 122.3
CONVERSE RCO 121.975
CRAZY WOMAN RCO 122.025
DUNIOR RCO 122.6
FORT BRIDGER RCO 122.3
GILLETTE RCO 122.3
JACKSON RCO 122.05
LARAMIE RCO 122.6
MEDICINE BOW RCO 122.5
NEWCASTLE RCO 122.5
RAWLINS RCO 122.2
RIVERTON RCO 122.2
ROCK SPRINGS RCO 122.6
SHERIDAN RCO 122.5
WORLAND RCO 122.4

GREAT FALLS AFSS

BILLINGS 122.55
BOZEMAN RCO 122.5
BUTTE RCO 122.2 122.4
COPPERTOWN RCO 122.65
CUT BANK RCO 122.2
DILLON RCO 122.15
GLASGOW RCO 122.25
GLENDALE RCO 122.55
GREAT FALLS RCO 122.6
HARLOWTON RCO 122.4
HAVRE RCO 123.65
HELENA RCO 122.55
JUDITH MOUNTAIN RCO 122.2
LAKESIDE RCO 122.5
LEWISTOWN RCO 122.35
LIVINGSTON RCO 122.2
MILES CITY RCO 122.2
MILLER PEAK RCO 122.45
SIDNEY RCO 123.65
TOWER HILL RCO 122.3
WOLF POINT RCO 122.45
YELLOWSTONE RCO **119.4**

Mc MINNVILLE AFSS

ASTORIA RCO 122.3
AUGSPURGER RCO 122.3
BEAVER MOUNTAIN RCO **122.4**
BURNS RCO 122.5
CAPE BLANCO RCO 122.4
ENTERPRISE RCO 122.5
EUGENE RCO **122.3**
KIMBERLY RCO 122.6
KLAMATH FALLS RCO 122.6
LA GRANDE RCO 122.5
LAKEVIEW RCO 122.3
MC MINNVILLE RCO 122.45
MEDFORD RCO 122.65
NEWBERG RCO 122.45
NEWPORT RCO 122.5
NORTH BEND RCO 122.4
ONTARIO RCO 122.3
PENDLETON RCO 122.2
PORTLAND RCO 122.6
REDMOND RCO 122.5
ROSEBURG RCO 122.55
SALEM RCO 122.6
SEXTON SUMMIT RCO 122.5
SUNRIVER RCO 122.3
WALLULA RCO 122.6

SEATTLE AFSS 122.5
BADGER MOUNTAIN RCO 122.3
BELLINGHAM RCO 122.15
BUCKHORN MTN RCO 122.2
ELLENSBURG RCO 122.2
EPHRATA RCO 122.2
HOQUIAM RCO 122.2
JUMP-OFF-JOE RCO 122.4
KELSO RCO 122.55
KELSO-LONGVIEW RCO 122.25
MOSES LAKE RCO 122.4
MT CONSTITUTION RCO 122.3
OCEAN SHORES RCO 122.4
OMAK RCO 122.2
PAINE RCO 122.55
PORT ANGELES RCO 122.6
PULLMAN RCO 122.6
SEATTLE RCO 122.5 123.65
SPOKANE RCO 122.2 122.55 122.65
TATOOSH RCO 122.25
THE DALLES RCO 122.65
VANCOUVER RCO 122.35
WALLA WALLA RCO 122.3
WENATCHEE RCO 122.6
YAKIMA RCO 122.5

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

IDAHO

3295 Elder Street, Suite 350
Airport Plaza
Boise, ID 83705
Telephone: 208-334-1238

MONTANA

Helena Airport
2725 Skyway Drive
Helena, MT 59601
Telephone: 406-449-5270
1-800-457-9917

OREGON

Portland Flight Standards District Office
3180 NW 229th Avenue
Hillsboro, Oregon 97124
Telephone: 503-615-3200
FAX 503-615-3300

WASHINGTON

Seattle FSDO
1601 Lind Ave. S. W.
Renton, WA 98057
Telephone: 425-227-2813

Spokane FSDO
Felts Field
6133 E. Rutter Avenue
Spokane, WA 99212
Telephone: 509-532-2340

PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two nav aids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.
Sun 1300–2259 local time.
Mon thru Fri 0701–2259 local time.
Sat 0701–1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

| | Route | Effective Times (UTC) |
|---|--|-----------------------|
| Low altitude IFR traffic 13000 feet and below overflying the Portland, OR Area: | | |
| Southbound/southwestbound..... | OLM V165 UBG..... | 1400–0700 |
| Northbound | UBG V165 OLM..... | 1400–0700 |
| Low Altitude IFR traffic 9000 feet and below overflying the Seattle, WA Area: | | |
| Southbound/Southwestbound | V165 | 1400–0700 |
| Northbound | V165 | 1400–0700 |
| Eastbound | V004 SEA V002 | 1400–0700 |
| Low Altitude IFR traffic 10000 to 15000 overflying the Seattle, WA Area: | | |
| Southbound | V165 V495 | 1400–0700 |
| Southbound | V023 V165 DIGGN V495 | 1400–0700 |
| Eastbound | V004 SEA V2 | 1400–0700 |
| Low Altitude IFR traffic 10000 to 15000 overflying the Seattle, WA Area landing in PDX area: | | |
| Southbound | V165 V495 SEA HELNS–STAR | 1400–0700 |
| Southbound | V023 V165 DIGGN V495 SEA HELNS–STAR..... | 1400–0700 |
| Low Altitude IFR traffic from the North terminating at McMinnville, OR, Aurora State, OR, or Hillsboro, OR: | | |
| Southbound | V165 UBG | 1400–0700 |

PREFERRED IFR ROUTES

SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

| Terminals | Route | Effective Times (UTC) |
|---|-------------------------|-----------------------|
| From the Eugene, OR Area: (props and turboprops, 170 and below) | | |
| Northbound | V481 CVO V495 UBG | 1400-0700 |
| Southbound | V448 OED | 1400-0700 |

HIGH ALTITUDE

| Terminals | Route | Effective Times (UTC) |
|--|--|-----------------------|
| PORTLAND (PDX) | | |
| Burbank (BUR) | J67 LIN J189 AVE FIM | 1300-0600 |
| Chicago O'Hare (ORD) | J16 MCW JVL-STAR | 0000-2359 |
| Detroit Metro-Wayne Co (DTW) | ODI J34 BAE MKG POLAR-STAR | |
| Houston (HOU) | (Turbojets) PNH MQP EUVR TEXNN-STAR | |
| Houston (IAH) | PNH MQP RIICE-STAR | |
| Long Beach (LGB) | J67 LIN J189 AVE FIM | 1300-0600 |
| Los Angeles (LAX) | J67 LIN J189 AVE FIM | 1300-0600 |
| Ontario (ONT) | J67 LKV J5 EHF PMD | 1300-0600 |
| Santa Ana (SNA) | J67 LIN J189 AVE FIM | 1300-0600 |
| SEATTLE BOEING FLD (BFI) | | |
| Burbank (BUR) | SEA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Long Beach (LGB) | SEA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Los Angeles (LAX) | SEA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Ontario (ONT) | SEA J5 EHF ZIGGY-STAR | 1300-0600 |
| Santa Ana (SNA) | SEA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| SEATTLE/TACOMA (SEA) | | |
| Anchorage (ANC) | (RNAV only) SQUIM AKWAY AKHOG LAIRE AKZOO JOH | |
| Burbank (BUR) | SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR) | BAE J34 GRR HIMEZ-STAR | |
| Detroit Metro-Wayne Co. (DTW) | J90 HLN J34 BAE MKG POLAR-STAR | |
| Houston (HOU) | (Turbojets) PNH MQP EUVR TEXNN-STAR | |
| Houston (IAH) | PNH MQP RIICE-STAR | |
| Kennedy (JFK) | J90 HLN J34 ODI J30 J90 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR | |
| Long Beach (LGB) | SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Los Angeles (LAX) | SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| Newark (EWR) | J90 ABR J70 GEP DLL J34 CRL J584 SLT FQM-STAR | |
| Ontario (ONT) | SUMMA-DP SUMMA J5 EHF PMD | 1300-0600 |
| Santa Ana (SNA) | SUMMA-DP SUMMA J5 LKV J67 LIN J189 AVE FIM | 1300-0600 |
| SPOKANE (GEG) | | |
| Chicago O'Hare (ORD) | (FL240 and above, Turbojets) to join DPR J16 MCW JVL-STAR | 0000-2359 |

Q-ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

| Route | Segment | DME |
|------------|----------------------|--|
| Q1 | ELMAA-ERAVE | BTG, OLM, HQM, HUH, UBG |
| | ERAVE-EASON | BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG |
| | EASON-EBINY | CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT |
| | EBINY-ENVIE | CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS |
| | ENVIE-ETCHY | OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS |
| Q2 | ETCHY-POINT REYES | LIN, ECA, RBL, ENI, SAC, OAK |
| | BOILE-HEDVI | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
| | HEDVI-HOBOL | BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS |
| | HOBOL-ITUCO | TFD, GBN, BLH, PXR, TUS, CIE, SSO |
| Q3 | ITUCO-NEWMAN | EWM, TFD, PXR, CIE, SSO, TUS, TCS |
| | FEPOT-FAMUK | OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG |
| | FAMUK-FRFLY | BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT |
| | FRFLY-FINER | OED, EUG, RBL, LMT, ENI, CVO, FJS |
| Q4 | FINER-FOWND | OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS |
| | FOWND-POINT REYES | LIN, ECA, PYE, RBL, SAC, ENI |
| | BOILE-HEDVI | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
| | HEDVI-SCOLE | EED, BLH, BZA, GBN, TRM, IPL, TFD |
| | SCOLE-SPTFR | EED, BLH, BZA, GBN, TRM, IPL, TFD |
| Q5 | SPTFR-ZEBOL | EED, IPL, BZA, GBN, TFD, PXR, BLH |
| | ZEBOL-SKTTT | PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS |
| | SKTTT-EL PASO | EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME |
| | HAROB-HISKU | OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH |
| | HISKU-HARPR | ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV |
| Q7 | HARPR-HOMEG | CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV |
| | HOMEG-HUPTU | SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS |
| | HUPTU-STIKM | OAK, ECA, PYE, LIN, SAC, ENI, RBL |
| | JINMO-JOGEN | CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA |
| Q9 | JOGEN-JUNEJ | LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG |
| | JUNEJ-JAGWA | RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS |
| | JAGWA-AVENAL | OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ |
| | SUMMA-SMIGE | OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH |
| Q11 | SMIGE-SUNBE | IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG |
| | SUNBE-REBRG | RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR |
| | REBRG-DERBB | CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA |
| | PAAGE-PAWLI | EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA |
| Q13 | PAWLI-PITVE | EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO |
| | PITVE-PUSHH | FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ |
| | PUSHH-LOS ANGELES | SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS |
| | All segments | None; GNSS required |
| Q15 | All segments | None; GNSS required |
| Q19 | PLESS-NASHVILLE | ENL, GQO, PXV, BNA, IUI, FAM, BWG, CSX |
| Q20 | CORONA-HONDS | CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME |
| | HONDS-UNNOS | CNX, INK, CME, TXO, TCC |
| | UNNOS-FUSCO | FST, ACH, INK, CME, SJT, TXO, TCC |
| Q21 | FUSCO-JUNCTION | ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST |
| | JONEZ-RAZORBACK | BYP, EOS, TUL, TXK, ADM, RZC, OKM |
| Q22 | GUSTI-OYSTY | AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV |
| | OYSTY-ACMES | RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJJ |
| | ACMES-CATLN | SJJ, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI |
| Q23 | FORT SMITH-RAZORBACK | OKM, RZC, EOS, TUL |

| Route | Segment | DME |
|-------|--|---|
| Q24 | LAKE CHARLES-BATON ROUGE BATON ROUGE-IRUBE IRUBE-PAYTN | AEX, DAS, LCH, MCB, LFT, BTR AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI |
| Q25 | MEEOW-WALNUT RIDGE WALNUT RIDGE-WLSUN WLSUN-POCKET CITY | ELD, MEM, LIT, FAM, RZC MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH BWG, PXV, ENL, BNA, TTH |
| Q26 | WALNUT RIDGE-DEVAC | LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG |
| Q27 | FORT SMITH-ZALDA | OKM, SGF, RZC, EOS, TUL |
| Q28 | GRAZN-PYRMD PYRMD-HAKAT HAKAT-ESTEE | EIC, LIT, ELD, OKM, TXK ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK ARG, LIT, FAM, SGF, MEM |
| Q29 | ESTEE-POCKET CITY HARES-MEMPHIS MEMPHIS-SIDAE SIDAE-POCKET CITY | ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA MEM, ARG, LIT, JAN, ELD, SQS MEM, PXV, BNA, BWG, ARG, ENL PXV, TTH, BWG, ENL |
| Q30 | SIDON-VULCAN | GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG |
| Q31 | DHART-JODOX JODOX-MARVELL MARVELL-TIIDE TIIDE-POCKET CITY | SQS, LIT, TXK SQS, LIT, ELD, MEM, ARG ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH BWG, PXV, ENL, TTH |
| Q32 | EL DORADO-GAGLE GAGLE-CRAMM CRAMM-NASHVILLE NASHVILLE-SWAPP | AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK JAN, SQS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GQO BWG, IIU, PXV, VXV, BNA, GQO |
| Q33 | DHART-LITTLE ROCK | AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS |
| Q34 | LITTLE ROCK-PROWL TEXARKANA-MATIE MATIE-MEMPHIS MEMPHIS-SWAPP | ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV |
| Q35 | KIMBERLY-NEERO NEERO-WINEN WINEN-CORKR CORKR-DRAKE | LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD |
| Q36 | RAZORBACK-TWITS TWITS-DEPEC DEPEC-NASHVILLE NASHVILLE-SWAPP | RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU GQO, BWG, BNA, PXV, IIU VXV, BWG, BNA, GQO, PXV, IIU |
| Q38 | ROKIT-INCIN INCIN-LAREY LAREY-BESOM | DAS, LCH, SWB, IAH, LFK, HUB, AEX JAN, MCB, SWB, AEX JAN, JYU, MEI, SQS, VUZ |
| Q40 | ALEXANDRIA-DOOMS DOOMS-WINAP WINAP-MISLE | AEX, SWB, LCH, JAN, HEZ, MCB JAN, SQS, MEI, MCB MEI, VUZ, JYU |
| Q42 | KIRKSVILLE-STRUK STRUK-DANVILLE DANVILLE-MUNCIE MUNCIE-HIDON | CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC AIR, APE, HNN, CXR, HVQ, EWC, DJB AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD PIE, ORL, OMN, SRQ, TAY LAL, ORL, OMN, SRQ, PHK, PIE PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN |
| Q104 | HIDON-BUBAA BUBAA-PSYKO PSYKO-BRNAN BRNAN-MAALS MAALS-SUZIE SUZIE-EAST TEXAS EAST TEXAS-ELIOT DEFUN-HEVVN HEVVN-PLYER PLYER-SWABE SWABE-ST PETERSBURG ST PETERSBURG- CYPRESS | |

| Route | Segment | DME |
|-------|--------------|--|
| Q106 | SMELZ-BULZI | LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW |
| | BULZI-DRABK | AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI |
| | DRABK-GADAY | MGM, PZD, OTK, JYU, SZW, CEW, SJI |
| Q108 | GADAY-CLAWZ | MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG |
| Q110 | THNDR-JAYMC | SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI |
| | JAYMC-RVERO | VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP |
| | RVERO-KPASA | OMN, PIE, PBI, SRQ, ORL, LAL |
| | KPASA-BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS-GULFR | OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK |
| Q112 | GULFR-FEONA | TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM |
| | DEFUN-HEVVN | PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB |
| | HEVVN-INPIN | JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG |
| Q116 | KPASA-BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS-GULFR | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK |
| | GULFR-CEEYA | MCN, AMG, PZD, OTK, SZW, TAY |
| Q118 | KPASA-BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS-LENIE | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN |
| Q501 | VIXIS-GOPHER | ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, |
| | | DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF |
| Q502 | GOPHER-SOBME | FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD |
| | KENPA-GOPHER | SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, |
| Q504 | | MSP, MNM, ASP, TVC, GEP, RWF, BRD |
| | GOPHER-SOBME | FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD |
| | NOTAP-CESNA | SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, |
| Q505 | | SAW, GRB, BRD |
| | CESNA-HEMDI | ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD |
| | OMAGA-RIMBE | SSM, TVC, ASP, SAW, GRB |
| | RIMBE-CESNA | SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI |
| | CESNA-HEMDI | GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB |

*Denotes Critical DME Facility

RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

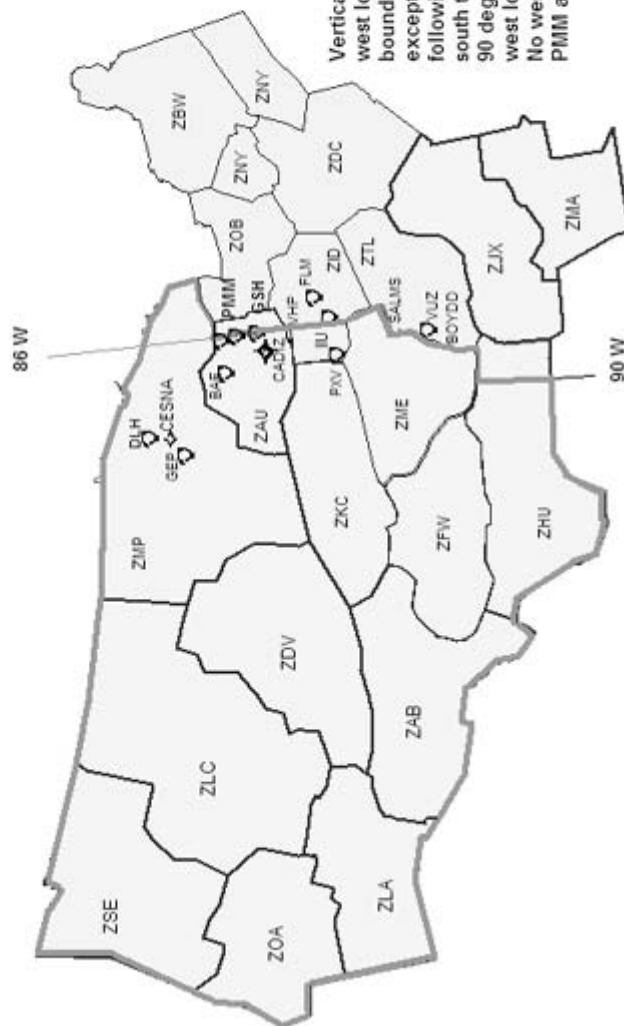
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



Vertical Pitch Line: 85 degrees west longitude from the ZMP/ZAU boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

| | |
|---|--|
| Albuquerque | ABQ, GUP, HANOS or ZUN |
| Austin | ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV |
| Boca Raton, FL | TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY |
| Burbank includes Santa Monica and Van Nuys | GMN, MARKS or DAG LAS or HEC EED or PMD BLH |
| Chicago Terminal Area | IOW, PLL275065, MZV or BAE |
| Dallas/Fort Worth Terminal Area | ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR Or MLC J105 SGF BDF BRADFORD-STAR |
| Denver Terminal Area | PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE |
| Fort Lauderdale (or) Fort Lauderdale Executive | THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI |
| Houston Bush | LIT, EMG, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, ELD Q32 J42 |

| | |
|--------------------------------------|--|
| Houston Hobby | LIT, EMG, MLC, JCT, or Aircraft joining J42 to the northeast, ELD Q32 J42 |
| Jacksonville, FL | TAY |
| Kansas City Terminal Area | TIFTO, CATTs or KENTN |
| Los Angeles, includes Ontario | GMN, RZS or DAG LAS or TRM EED or TRM PKE |
| Las Vegas | DOBNE, MOSBI, NICLE, TRALR or ZELOT |
| Long Beach includes Orange County | GMN SNS, EHF, LANDO or TRM PKE or TRM EED |
| Memphis | BNA, HAAWK, SALMS or SQS |
| Miami Terminal Area | WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI |
| Milwaukee | GREAS |
| Minneapolis Terminal Area* | ONL, ABR, FAR, OBH, OVR, FOD |
| New Orleans Terminal Area | AEX, MEI, SQS, KAPLN |
| Orlando Terminal Area | WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI |
| Palm Beach, FL | TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY |
| Palm Springs | TRM JOTNU BLD or TRM EED or TRM PKE |
| Phoenix | CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK |
| Portland, OR | PDT, TIMEE |

| | |
|---|--|
| Salt Lake City | HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR |
| Saint Louis | VIH, MAP, MYERZ, MCM or HLV MCI |
| San Antonio Terminal Area | FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH |
| San Diego | TRM EED or TRM PKE or TRM JOTNU BLD |
| San Francisco Bay Area | GALLI, INSLO, HAROL JSICA |
| Oakland | GALLI, INSLO, HAROL JSICA |
| San Jose | GALLI or INSLO |
| Seattle | BLUIT |
| Southwest Florida Airports (RSW/FMY) | JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI |
| Tampa Terminal Area | FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY |

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

| | |
|-----------------------|--|
| Atlanta Terminal Area | Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR |
|-----------------------|--|

| | |
|-----------------------------|---|
| Baltimore–Washington* | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ |
| Boston* | GEP, CRL, ECK, IIU, BNA or VUZ |
| Buffalo* | GEP, CRL |
| Hartford Bradley* | GEP, CRL |
| Canton–Akron* | GIJ, VHP, GEP |
| Charlotte | BNA, VUZ |
| Cincinnati Terminal Area | BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT |
| Cleveland Terminal Area* | OBK |
| Detroit Terminal Area | BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR |
| Detroit Young | VHP FWA or LAN SPRTN–STAR |
| Indianapolis Terminal Area | BIB, SPI, JOT |
| Louisville | ENL, MEM |
| Newark* | GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM |
| New York Kennedy* | GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR |
| New York LaGuardia* | GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ |
| Philadelphia Terminal Area* | GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ |
| Pittsburgh Terminal Area* | VHP, GIJ, BAE, GEP |
| Pontiac | LFD, LAN, VHP, FWA, GEP |
| Providence | JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ |
| Raleigh–Durham | FLM, IIU, BNA, VUZ |
| Toronto Terminal Area | ECK, SVM, SSM, GEP |
| Teterboro* | GEP, VHP, CRL, BNA, VUZ |
| Washington Dulles/National* | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ |
| White Plains* | GEP, VHP, CRL, FLM, IIU, BNA, VUZ |
| Willow Run* | LAN, LFD, VHP, FWA, GEP |

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

| | |
|---------------------------------|--|
| Albuquerque Terminal Area | CURLY CURLY-STAR or ESPAN FRIHO-STAR or LAVAN LAVAN-STAR or FTI FRIHO-STAR or MIERA MIERA-STAR |
| Austin Terminal Area | Aircraft west of a north-south line at LFK, BLEWE or Aircraft east of a north-south line at LFK, IDU or LLO |
| Boca Raton, FL | CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)-STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)-STAR |
| Chicago Midway | CVA MOTIF-STAR or PIA MOTIF-STAR or DBQ CVA MOTIF-STAR or LMN MOTIF-STAR |
| Chicago O'Hare Terminal Area | GEP DLL MSN JVL JANESVILLE-STAR or TVC PULLMAN-STAR or FOD DBQ JVL JANESVILLE-STAR or MCW JANESVILLE-STAR or GCK IRK BRADFORD-STAR |
| Dallas/Fort Worth Terminal Area | IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS |

| | |
|---|---|
| Denver Terminal Area | OATHE DANDD-STAR |
| | or |
| | HGO QUAIL-STAR |
| | or |
| | LOPEC-STAR |
| | or |
| | ALS LARKS-STAR |
| | or |
| | HBU POWDR-STAR |
| | or |
| | EKR TOMSN-STAR |
| | or |
| | CHE TOMSN-STAR |
| | or |
| | BFF LANDR-STAR |
| | or |
| | LBF SAYGE-STAR |
| | or |
| | HCT SAYGE-STAR |
| | or |
| | RSK LARKS-STAR |
| | or |
| | LAA QUAIL-STAR |
| | or |
| | GCK J154 RYLIE DANDD-STAR |
| | or |
| | OCS J154 ALPOE RAMMS-STAR |
| | or |
| | YANKI J114 SNY LANDR-STAR |
| | or |
| | Aircraft filed BIL or east, MBW RAMMS-STAR |
| Ft Lauderdale or Ft Lauderdale Executive | CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR |
| | Aircraft through ZHU airspace remain south ZME and ZTL airspace |
| | or |
| Houston Bush | SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR |
| | CRP, CVE, LLO, LUKIY, SAT |
| | or |
| | Aircraft south and east of LLA, LLA |
| | or |
| | MISLE Q40 AEX |
| | or |
| | Aircraft north and east of SJI, SJI |
| | or |
| | Aircraft east of PXV, PXV Q31 DHART SWB |
| | or |
| | Aircraft north and west of PXV, PROWL Q33 DHART SWB |
| Houston Hobby | CRP, ELLVR, SAT, SWB |
| | or |
| | Aircraft south and east of GIRLY, GIRLY |
| | or |
| | Aircraft north and east of SJI, SJI |
| | or |
| | BESOM Q38 ROKIT ROKIT-STAR |
| | or |
| | Aircraft east of PXV, PXV Q29 HARES SWB |
| | or |
| | Aircraft north and west of PXV, PROWL Q33 DHART SWB |
| Jacksonville | GADAY ZOOSS TAY |
| | Aircraft through ZHU airspace remain south of ZME and ZTL airspace |
| | or |
| | ZOOSS TAY |

| | |
|---------------------------|---|
| John Wayne–Orange County | HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI |
| Kansas City Terminal Area | LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR |
| Las Vegas | DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY |
| Los Angeles Terminal Area | Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI |
| Miami Terminal Area | CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVNV Q104 CYY DEEDS (RNAV)–STAR |
| Minneapolis Terminal Area | Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR |
| Memphis Terminal Area | ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD |
| Naples, FL | CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVNV Q104 PLYER PIKKR (RNAV)–STAR |
| Nashville | CCT, GHM, GUITR, TINGS, VOLLS |
| New Orleans Terminal Area | BLUEZ, GPT, LCH, MCB, TBD, FATSO |
| Oakland | ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY |
| Orlando Terminal Area | GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR |

| | |
|------------------------------|---|
| Palm Beach, FL | CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR |
| Phoenix | CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS |
| Phoenix Satellites | FLG, SSO, MOHAK or VYLLA, TUS |
| Portland, OR Terminal Area | ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR |
| St. Louis Terminal Area | SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR |
| Salt Lake City Terminal Area | JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR |
| San Diego Terminal Area | EED, LAX, GBN |
| Santa Ana | HEC, PGS, BLD, HIPPI |
| San Antonio Terminal Area | IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU |

| | |
|---|---|
| San Francisco | FMG GOLDEN GATE–STAR |
| | or |
| | MVA MODESTO–STAR |
| | or |
| | ENI GOLDEN GATE–STAR |
| | or |
| | OAL MODESTO–STAR |
| San Jose | or |
| | South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR |
| | FMG HYP EL NIDO–STAR |
| | or |
| | OAL HYP EL NIDO–STAR |
| | or |
| | ENI GOLDEN GATE–STAR |
| Seattle Terminal Area | or |
| | South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR |
| | Aircraft From northeast, southeast, south, TEMPL GLASR–STAR |
| | or |
| | SUNED CHINS–STAR |
| | or |
| | BTG OLMYPIA–STAR |
| Southwest Florida Airports RSW and FMY | CEW DEFUN Q104 SWABE JOSFF–STAR |
| | Aircraft through ZHU airspace remain south of ZME and ZTL airspace |
| | or |
| | SZW HEVVN Q104 SWABE JOSFF–STAR |
| Tampa Terminal Area | CEW DEFUN Q104 HEVVN DARBS–STAR |
| | Aircraft through ZHU airspace remain south of ZME and ZTL airspace |
| | or |
| | SZW DARBS–STAR |
| Tucson | DRK PXR |
| | or |
| | MOHAK GBN |

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|--------------------------|
| VPAXI | _____ | N38°34.57' / W076°20.38' |
| VPONX | _____ | N39°06.65' / W076°55.92' |
| VPOOP | _____ | N38°56.32' / W076°36.90' |

BOSTON HELICOPTER CHART

| | | |
|-------|-------|--------------------------|
| VPBAY | _____ | N42°16.17' / W070°49.48' |
| VPBLT | _____ | N42°19.67' / W070°53.40' |
| VPCGS | _____ | N42°22.08' / W071°03.13' |
| VPEVS | _____ | N42°23.52' / W071°04.10' |
| VPFEN | _____ | N42°12.58' / W071°08.88' |
| VPFRE | _____ | N42°25.03' / W071°12.32' |
| VPGLV | _____ | N42°21.88' / W070°52.18' |
| VPHAM | _____ | N42°30.13' / W071°07.15' |
| VPPIK | _____ | N42°20.37' / W071°15.93' |
| VPQUA | _____ | N42°12.10' / W071°04.78' |
| VPQUB | _____ | N42°12.60' / W070°59.83' |
| VPSPF | _____ | N42°24.20' / W071°09.47' |
| VPTOB | _____ | N42°31.42' / W070°59.82' |
| VPWAN | _____ | N42°36.88' / W071°19.45' |

BOSTON TERMINAL AREA CHART

| | | |
|-------|----------------------------|--------------------------|
| VPCOH | Cohasset | N42°13.58' / W070°48.94' |
| VPCUT | Cuttyhunk Harbor | N41°25.50' / W070°55.03' |
| VPFRA | Framingham Shopping Center | N42°18.16' / W071°23.65' |
| VPHOL | Woods Hole | N41°31.06' / W070°40.60' |
| VPHUL | Hull | N42°18.20' / W070°55.30' |
| VPLPT | Nantucket Great Point | N41°23.41' / W070°02.78' |
| VPNED | Needham Towers | N42°18.51' / W071°14.64' |
| VPPEA | Peabody Shopping Center | N42°32.52' / W070°56.69' |
| VPROC | Rockingham Race Track | N42°46.29' / W071°13.57' |
| VPSCI | Scituate | N42°11.89' / W070°43.69' |
| VPTPT | Nantucket Third Point | N41°18.51' / W070°03.37' |
| VPTUC | Tuckernuck | N41°18.31' / W070°15.43' |
| VPWAK | Wakefield | N42°30.72' / W071°05.24' |
| VPWAN | Wang Towers | N42°36.88' / W071°19.45' |

CHARLOTTE SECTIONAL CHART

| | | |
|-------|---------------|--------------------------|
| VPATO | _____ | N34°37.37' / W076°31.47' |
| VPAVA | _____ | N34°57.00' / W077°16.50' |
| VPBFE | _____ | N32°16.38' / W080°47.50' |
| VPBRA | _____ | N36°13.75' / W076°08.08' |
| VPGCE | _____ | N36°03.90' / W076°36.42' |
| VPGHI | _____ | N35°15.30' / W075°31.25' |
| VPGIO | _____ | N35°32.50' / W076°37.33' |
| VPKJU | _____ | N35°26.58' / W076°10.22' |
| VPLMN | _____ | N34°55.43' / W077°46.42' |
| VPMAB | _____ | N34°42.20' / W077°03.50' |
| VPNPO | ISLE OF PALMS | N32°47.78' / W079°46.45' |
| VPOKY | _____ | N35°06.53' / W075°59.17' |
| VPREP | _____ | N32°33.98' / W080°21.82' |
| VPRRS | _____ | N33°25.45' / W079°07.60' |
| VPUMO | _____ | N35°35.63' / W075°28.08' |
| VPWZO | _____ | N36°00.87' / W075°40.07' |
| VPZIE | _____ | N32°01.62' / W080°53.42' |

CHICAGO SECTIONAL CHART

WAYPOINT IDENT
VPCOHCOLLOCATED VFR CHECKPOINT
_____LOCATION
N31°49.35' / W081°51.07'

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN
VPFTG
VPNIC_____

NORTH INTERCHANGEN39°44.28' / W104°26.00'
N39°44.35' / W104°32.75'
N39°58.90' / W104°59.27'

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT
VPBWY
VPDTN
VPGLA
VPGLB
VPKTY
VPPLN
VPRSN
VPSND
VPSNT
VPTNE
VPTNW
VPTRKCOLLOCATED VFR CHECKPOINT

_____LOCATION
N29°46.25' / W095°09.24'
N29°46.59' / W095°22.01'
N30°08.32' / W095°06.62'
N30°07.80' / W094°55.70'
N29°47.05' / W095°44.92'
N30°08.80' / W095°50.42'
N29°30.00' / W095°41.00'
N29°23.13' / W095°28.86'
N29°49.29' / W094°53.94'
N29°47.48' / W095°03.34'
N29°47.06' / W095°33.81'
N29°24.06' / W095°10.44'

JACKSONVILLE SECTIONAL CHART

VPAFI
VPAFY
VPBEC
VPCJA
VPCKY
VPCNY
VPDAD
VPDAR
VPDFI
VPDUT
VPEAR
VPEGV
VPPFU
VPGPE
VPHAA
VPHUC
VPIWA
VPJMY
VPKER
VPLEV
VPLJA
VPMIA
VPTLH
VPXZY
VPYIW
VPZIE_____

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

MIDWAY

LAKE PARKER

_____N31°49.35' / W081°51.07'
N30°07.00' / W081°21.33'
N29°46.25' / W081°15.10'
N29°30.00' / W081°06.00'
N28°46.50' / W082°34.00'
N28°30.00' / W080°45.00'
N28°22.57' / W082°11.25'
N31°22.38' / W081°24.13'
N29°00.17' / W081°20.85'
N27°37.70' / W082°09.10'
N27°58.67' / W082°49.83'
N29°39.97' / W081°24.87'
N28°57.08' / W081°00.33'
N27°43.50' / W082°44.67'
N30°04.02' / W083°40.02'
N28°19.87' / W082°43.77'
N31°48.33' / W081°25.85'
N29°26.92' / W081°18.27'
N28°04.00' / W081°56.00'
N28°48.00' / W080°52.00'
N29°00.00' / W080°51.00'
N30°50.02' / W084°56.63'
N30°32.70' / W083°52.22'
N29°35.00' / W083°10.00'
N30°42.28' / W081°27.25'
N32°01.62' / W080°53.42'

KANSAS CITY SECTIONAL CHART

VPAGO
VPBEK
VPDEN
VPENE
VPESSE
VPFME
VPGXY
VPMBE
VPMKE
VPROV
VPUTT_____

_____N37°50.33' / W090°29.03'
N37°15.07' / W092°30.67'
N37°46.75' / W092°19.20'
N37°44.75' / W091°55.78'
N36°59.48' / W091°00.88'
N37°41.00' / W092°38.33'
N37°15.50' / W091°40.17'
N37°11.08' / W090°27.92'
N37°24.47' / W092°40.00'
N38°01.72' / W091°12.81'
N37°52.05' / W092°01.20'

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|--------------------------|
| VPWOC | _____ | N37°18.03' / W092°18.63' |
| VPWRO | _____ | N37°39.12' / W091°45.68' |
| VPXIZ | _____ | N37°26.60' / W092°05.42' |

KANSAS CITY TERMINAL AREA CHART

| | | |
|-------|----------------------|--------------------------|
| VPATN | ATCHISON | N39°33.62' / W095°07.65' |
| VPBG5 | BLUE SPRINGS | N39°01.82' / W094°16.32' |
| VPBSP | BONNER SPRINGS | N39°03.78' / W094°53.10' |
| VPCHB | CHOUTEAU BRIDGE | N39°08.77' / W094°32.03' |
| VPDSO | DE SOTO | N38°58.68' / W094°58.48' |
| VPESG | EXCELSIOR SPRINGS | N39°20.68' / W094°13.77' |
| VPGTB | GARRETSBURG | N39°40.92' / W094°41.45' |
| VPLAT | LATHROP WATER TANK | N39°32.87' / W094°20.00' |
| VPLEN | LENEXA | N38°57.77' / W094°43.68' |
| VPLVL | LONGVIEW LAKE | N38°54.63' / W094°28.28' |
| VPMCL | MC LOUTH | N39°11.65' / W095°12.50' |
| VPNHA | NASHUA | N39°17.83' / W094°34.80' |
| VPSCX | SPORTS COMPLEX | N39°03.00' / W094°29.02' |
| VPSKR | SUGAR CREEK REFINERY | N39°07.00' / W094°27.02' |
| VPSPK | SWOPE PARK | N39°00.47' / W094°31.93' |
| VPTSK | TWIN STACKS | N39°09.05' / W094°38.22' |
| VPWOF | WORLDS OF FUN | N39°10.42' / W094°29.12' |

KLAMATH FALLS SECTIONAL CHART

VPORO _____ N43°57.38' /W123°02.22'

LOS ANGELES HELICOPTER CHART

| | | |
|-------|-------------------------|-------------------------|
| VPANA | | N33°44.43' /W117°50.03' |
| VPART | MAGNOLIA | N33°51.45' /W117°58.92' |
| VPAUT | HWY 91 & 55 | N33°50.63' /W117°49.57' |
| VPBOB | | N33°59.60' /W117°21.45' |
| VPCAR | | N33°49.90' /W118°17.23' |
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54' /W118°59.61' |
| VPCOR | | N33°52.90' /W117°32.95' |
| VPCRX | | N34°01.40' /W117°44.88' |
| VPDSU | CSU CHANNEL ISLANDS | N34°09.76' /W119°02.53' |
| VPDOW | | N33°56.47' /W118°05.80' |
| VPELA | | N34°00.98' /W118°10.35' |
| VPETY | | N33°38.70' /W117°44.12' |
| VPFCB | | N34°02.03' /W118°01.63' |
| VPFPL | OXNARD FINANCIAL PLAZA | N34°13.71' /W119°10.39' |
| VPGOL | | N34°09.33' /W118°17.37' |
| VPIMP | | N33°55.85' /W118°16.85' |
| VPKAT | | N33°48.23' /W117°54.22' |
| VPKEL | | N34°03.92' /W117°48.40' |
| VPLAC | | N34°03.75' /W118°14.93' |
| VPLLU | | N34°03.85' /W117°17.82' |
| VPLQM | QUEEN MARY | N33°45.17' /W118°11.37' |
| VPLRT | SANTA ANITA RACE TRACK | N34°08.45' /W118°02.65' |
| VPLVT | VINCENT THOMAS BRIDGE | N33°44.97' /W118°16.32' |
| VPMDR | | N33°59.27' /W118°23.97' |
| VPNEW | NEWHALL PASS | N34°20.18' /W118°30.72' |
| VPNUY | | N34°09.63' /W118°28.18' |
| VPPCH | | N33°28.07' /W117°40.32' |
| VPPKC | | N34°03.32' /W118°12.83' |
| VPPOR | | N34°00.10' /W117°50.12' |
| VPRRT | | N33°59.37' /W118°16.83' |
| VPSEP | | N34°05.80' /W118°28.63' |
| VPSFR | | N34°17.45' /W118°28.07' |
| VPSTC | SATICOY BRIDGE | N34°16.62' /W119°08.34' |
| VPSTK | | N34°13.97' /W118°24.66' |

LOS ANGELES SECTIONAL CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|------------------------|
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54'/W118°59.61' |
| VPCSU | CSU CHANNEL ISLANDS | N34°09.76'/W119°02.53' |
| VPFPL | OXNARD FINANCIAL PLAZA | N34°13.71'/W119°10.39' |
| VPSTC | SATICOY BRIDGE | N34°16.62'/W119°08.34' |

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

| | | |
|--------|---------------------------|------------------------|
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54'/W118°59.61' |
| VPCSU | CSU CHANNEL ISLANDS | N34°09.76'/W119°02.53' |
| VPGETY | GETTY CENTER | N34°04.84'/W118°28.66' |
| VPLBP | BANNING PASS | N33°56.05'/W116°59.63' |
| VPLCC | CHAFFEY COLLEGE | N34°08.87'/W117°34.33' |
| VPLCP | CAJON PASS | N34°18.07'/W117°27.68' |
| VPLDL | DISNEYLAND | N33°48.72'/W117°55.13' |
| VPLDP | DANA POINT | N33°27.62'/W117°42.87' |
| VPLDS | DODGER STADIUM | N34°04.42'/W118°14.42' |
| VPLFX | 91/605 INTERCHANGE | N33°52.38'/W118°06.08' |
| VPLGP | GRIFFITH PARK OBSERVATORY | N34°07.10'/W118°18.02' |
| VPLHF | 110/405 FWYS | N33°51.42'/W118°17.10' |
| VPLHP | HUNTINGTON PIER | N33°39.32'/W118°00.25' |
| VPLKH | KING HARBOR | N33°50.75'/W118°23.88' |
| VPLLC | L.A. COLISEUM | N34°00.83'/W118°17.27' |
| VPLLM | LAKE MATHEWS | N33°50.58'/W117°26.85' |
| VPLMM | MAGIC MOUNTAIN | N34°26.20'/W118°36.28' |
| VPLMS | MILE SQUARE PARK | N33°43.40'/W117°56.77' |
| VPLPD | PRADO DAM | N33°53.40'/W117°38.48' |
| VPLPP | PACIFIC PALISADES | N34°02.13'/W118°32.15' |
| VPLQM | QUEEN MARY | N33°45.17'/W118°11.37' |
| VPLRB | ROSE BOWL | N34°09.67'/W118°10.05' |
| VPLRT | SANTA ANITA RACE TRACK | N34°08.45'/W118°02.65' |
| VPLSA | SANTA ANA CANYON | N33°52.03'/W117°42.68' |
| VPLSB | SANTA FE FLOOD BASIN | N34°07.72'/W117°57.30' |
| VPLSC | STATE COLLEGE | N33°52.97'/W117°53.13' |
| VPLSF | SAN FERNANDO RESERVOIR | N34°17.87'/W118°29.00' |
| VPLSP | SIGNAL PEAK | N33°36.33'/W117°48.63' |
| VPLSR | HAWTHORNE & 405 FREEWAY | N33°53.07'/W118°21.13' |
| VPLSS | SANTA SUSANA PASS | N34°16.00'/W118°38.43' |
| VPLTW | TUJUNGA WASH & FOOTHILL | N34°16.40'/W118°20.30' |
| VPLVT | VINCENT THOMAS BRIDGE | N33°44.97'/W118°16.32' |
| VPLWT | WATER TANK | N34°10.82'/W118°46.27' |
| VPNEW | NEWHALL PASS | N34°20.18'/W118°30.72' |
| VPSTC | SATICOY BRIDGE | N34°16.62'/W119°08.34' |

MIAMI SECTIONAL CHART

| | | |
|-------|-------------------|------------------------|
| VPACH | HOLLYWOOD BEACH | N26°00.92'/W080°06.93' |
| VPBOV | _____ | N27°57.00'/W080°46.75' |
| VPCLC | _____ | N26°27.07'/W082°00.88' |
| VPCTE | _____ | N26°09.28'/W081°20.70' |
| VPDAD | DADE CITY | N28°22.57'/W082°11.25' |
| VPDUT | _____ | N27°37.70'/W082°09.10' |
| VPDZE | _____ | N27°19.00'/W080°44.17' |
| VPEAR | CLEARWATER BEACH | N27°58.67'/W082°49.83' |
| VPEDY | ANDYTOWN TOLLGATE | N26°08.78'/W080°28.00' |
| VPFAH | _____ | N26°25.40'/W081°29.67' |
| VPGPE | ST PETE BEACH | N27°43.50'/W082°44.67' |
| VPHRO | _____ | N27°05.97'/W082°12.20' |
| VPHUC | _____ | N28°19.87'/W082°43.77' |
| VPIBR | _____ | N27°12.47'/W081°40.22' |
| VPKER | LAKE PARKER | N28°04.00'/W081°56.00' |
| VPKOE | _____ | N24°40.08'/W081°20.55' |
| VPLYV | _____ | N24°49.07'/W080°49.17' |
| VPMBO | GULFSTREAM PARK | N25°58.57'/W080°08.17' |
| VPOBA | PUMPING STATION | N26°28.30'/W080°26.75' |
| VPRBI | _____ | N25°50.67'/W080°55.18' |
| VPRNL | RANGER STATION | N25°22.92'/W080°36.58' |
| VPWMO | _____ | N27°03.00'/W080°35.00' |

MIAMI TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|--------------------------|
| VPACH | HOLLYWOOD BEACH | N26°00.92' / W080°06.93' |
| VPEDY | ANDYTOWN TOLLGATE | N26°08.78' / W080°28.00' |
| VPMB0 | GULFSTREAM PARK | N25°58.57' / W080°08.17' |
| VPOBA | PUMPING STATION | N26°28.30' / W080°26.75' |
| VPRBI | | N25°50.67' / W080°55.18' |
| VPRNL | RANGER STATION | N25°22.92' / W080°36.58' |

NEW ORLEANS SECTIONAL CHART

| | | |
|-------|----------------|--------------------------|
| VPGPT | | N30°25.95' / W089°05.62' |
| VPLIP | PHILLIPS INLET | N30°16.23' / W085°59.25' |
| VPMAI | | N30°50.02' / W084°56.63' |
| VPMOB | | N30°23.00' / W088°31.72' |
| VPRAM | | N30°18.95' / W089°35.88' |
| VPRER | | N30°13.87' / W085°20.67' |
| VPRIV | | N30°54.85' / W087°57.82' |
| VPSAW | | N30°49.65' / W089°07.42' |
| VPTHR | | N30°19.93' / W087°08.50' |

NEW YORK HELICOPTER CHART

| | | |
|-------|--|--------------------------|
| VPJAY | | N40°59.00' / W073°07.00' |
| VPLYD | | N40°57.37' / W073°29.59' |
| VPROK | | N40°52.70' / W073°44.24' |

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

| | | |
|-------|---------------------------|--------------------------|
| VPALL | ALLENVILLE | N33°20.97' / W112°35.20' |
| VPAQU | AQUEDUCT PUMPING STATION | N33°40.05' / W112°41.38' |
| VPARM | ARROWHEAD MALL | N33°38.52' / W112°13.48' |
| VPAWG | AHWATUKEE GOLF COURSE | N33°19.98' / W111°59.08' |
| VPAZM | ARIZONA MILLS | N33°23.43' / W111°57.88' |
| VPBAR | BARTLETT DAM | N33°49.10' / W111°37.92' |
| VPCCC | COUNTRY CLUB & CANAL | N33°30.73' / W111°50.37' |
| VPCNL | CANAL | N33°33.23' / W111°46.89° |
| VPFRB | FIREBIRD LAKE | N33°16.35' / W111°58.10' |
| VPFTN | FOUNTAIN HILLS | N33°36.12' / W111°42.72' |
| VPGLX | GILA CROSSING | N33°16.55' / W112°10.08' |
| VPGPP | GLENDALE POWER PLANT | N33°33.27' / W112°13.00' |
| VPMAR | MARICOPA | N33°03.42' / W112°02.88' |
| VPMHS | MESQUITE HIGH SCHOOL | N33°20.53' / W111°49.58' |
| VPNRV | NEW RIVER | N33°55.08' / W112°08.45' |
| VPNTT | NORTH TEST TRACK | N33°03.50' / W111°55.83' |
| VPIIR | PIR | N33°22.52' / W112°18.90' |
| VPQTR | QUINTERO GOLF COURSE | N33°49.53' / W112°23.58' |
| VPRVC | RIO VERDE COMMUNITY | N33°44.37' / W111°39.62' |
| VPSMC | SOUTH MOUNTAIN COLLEGE | N33°23.02' / W112°02.12' |
| VPSQP | SQUAW PEAK | N33°32.83' / W112°01.27' |
| VPSSS | SUPERSTITION SPRINGS MALL | N33°23.50' / W111°41.37' |
| VPSTN | SANTAN MOUNTAINS | N33°09.23' / W111°40.92' |
| VPSTT | SOUTH TEST TRACK | N32°56.25' / W111°59.67' |
| VPZZZ | | N33°20.18' / W111°26.53' |

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

| | | |
|-------|---------------------------|--------------------------|
| VPAGN | TV ANTENNA | N38°32.08' / W090°22.42' |
| VPBPE | | N38°23.80' / W090°20.38' |
| VPCJY | HOLIDAY SHORES | N38°55.00' / W089°56.00' |
| VPCOJ | WINFIELD DAM | N39°00.28' / W090°41.23' |
| VPDFA | JEFFERSON BARRACKS BRIDGE | N38°29.18' / W090°16.47' |
| VPEAZ | BUSCH STADIUM | N38°37.43' / W090°11.55' |
| VPEDZ | WATER TANKS | N38°45.30' / W090°34.87' |
| VPEGR | GAS TANKS | N38°35.80' / W090°19.32' |
| VPEOX | ST PETERS | N38°47.17' / W090°39.25' |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|------------------------|
| VPFAI | HOWELL ISLAND | N38°40.00'/W090°43.00' |
| VPFFY | | N38°55.37'/W090°17.30' |
| VPGPF | | N38°35.60'/W090°26.92' |
| VPGVI | | N38°32.30'/W090°27.80' |
| VPHRQ | CHAIN OF ROCKS BRIDGE | N38°45.88'/W090°10.42' |
| VPIBO | WATERLOO | N38°20.00'/W090°09.00' |
| VPJMU | HORSESHOE LAKE | N38°41.00'/W090°05.00' |
| VPKNY | PACIFIC | N38°29.00'/W090°44.00' |
| VPLES | ST CHARLES | N38°47.00'/W090°30.00' |
| VPLIW | SIX FLAGS | N38°30.67'/W090°40.47' |
| VPLXU | GATEWAY ARCH | N38°37.50'/W090°11.00' |
| VPNSY | WOOD RIVER REFINERIES | N38°50.00'/W090°05.00' |
| VPNZY | WENTZVILLE | N38°48.83'/W090°50.98' |
| VPRAZ | JERSEYVILLE | N39°07.00'/W090°20.00' |
| VPRMO | FOREST PARK | N38°38.00'/W090°17.00' |
| VPWKO | COLUMBIA | N38°27.00'/W090°12.00' |
| VPXXI | MILLSTADT | N38°27.50'/W090°05.68' |
| VPYID | MOSENTHEIN ISLAND | N38°43.00'/W090°12.25' |

SALT LAKE CITY HELICOPTER CHART

| | | |
|-------|-----------------------|------------------------|
| VPAIR | SALTAIR | N40°44.85'/W112°11.22' |
| VPBEE | SOUTH INTERCHANGE | N40°38.18'/W111°54.23' |
| VPBRN | BARN | N40°54.28'/W112°10.15' |
| VPCAP | STATE CAPITOL | N40°46.67'/W111°53.25' |
| VPCHS | | N40°42.28'/W112°05.92' |
| VPCOP | BINGHAM COPPER MINE | N40°31.38'/W112°09.00' |
| VPCWY | CAUSEWAY | N41°05.37'/W112°07.17' |
| VPCYN | PARLEYS CANYON | N40°42.67'/W111°48.10' |
| VPFPC | FREE PORT CENTER | N41°05.92'/W112°02.27' |
| VPFPK | FRANCIS PEAK | N41°01.98'/W111°50.30' |
| VPGFS | GARFIELD STACK | N40°43.28'/W112°11.88' |
| VPHVE | SPAGHETTI BOWL | N40°43.50'/W111°54.22' |
| VPJRT | JORDAN RIVER TEMPLE | N40°35.02'/W111°55.58' |
| VPKSL | KSL ANTENNA | N40°46.80'/W112°05.80' |
| VPLGN | LAGOON AMUSEMENT PARK | N40°59.08'/W111°53.57' |
| VPMDH | MCKAY DEE HOSPITAL | N41°11.50'/W111°57.08' |
| VPMMT | MICROWAVE TOWERS | N40°48.50'/W111°53.37' |
| VPMSH | | N41°01.67'/W112°02.47' |
| VPNSL | | N40°50.15'/W111°54.90' |
| VPNTP | | N41°03.57'/W112°14.23' |
| VPOGE | GRAIN ELEVATOR | N41°13.13'/W112°00.45' |
| VPOPS | POWER STATION | N41°20.38'/W112°02.78' |
| VPPEN | STATE PRISON | N40°29.88'/W111°53.62' |
| VPPPT | PROMONTORY POINT | N41°12.28'/W112°25.73' |
| VPPTM | POINT OF THE MOUNTAIN | N40°27.42'/W111°54.83' |
| VPVPO | PROVO CANYON | N40°18.77'/W111°39.45' |
| VPRWY | | N40°48.48'/W112°00.33' |
| VPSLC | I-15/I-80 INTERCHANGE | N40°45.83'/W111°54.85' |
| VPTIP | SOUTH TIP | N40°50.93'/W112°10.92' |
| VPWBR | WEBER CANYON | N41°08.17'/W111°54.83' |
| VPWBT | | N40°38.00'/W112°03.33' |

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

| | | |
|-------|-------------------------|------------------------|
| VPAIR | SALTAIR | N40°44.85'/W112°11.22' |
| VPBEE | SOUTH INTERCHANGE | N40°38.18'/W111°54.23' |
| VPBRN | BARN | N40°54.28'/W112°10.15' |
| VPCAP | STATE CAPITOL | N40°46.67'/W111°53.25' |
| VPCHS | | N40°42.28'/W112°05.92' |
| VPCOP | BINGHAM COPPER MINE | N40°31.38'/W112°09.00' |
| VPVCI | CENTERVILLE INTERCHANGE | N40°55.30'/W111°53.43' |
| VPCWY | CAUSEWAY | N41°05.37'/W112°07.17' |
| VPCYN | PARLEYS CANYON | N40°42.67'/W111°48.10' |
| VPFPC | FREE PORT CENTER | N41°05.92'/W112°02.27' |
| VPFPK | FRANCIS PEAK | N41°01.98'/W111°50.30' |
| VPGFS | GARFIELD STACK | N40°43.28'/W112°11.88' |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|----------------|---------------------------|------------------------|
| VPHVE | SPAGHETTI BOWL | N40°43.50'/W111°54.22' |
| VPJRT | JORDAN RIVER TEMPLE | N40°35.02'/W111°55.58' |
| VPKSL | KSL ANTENNA | N40°46.80'/W112°05.80' |
| VPLGN | LAGOON AMUSEMENT PARK | N40°59.08'/W111°53.57' |
| VPMDH | MCKAY DEE HOSPITAL | N41°11.50'/W111°57.08' |
| VPMMT | MICROWAVE TOWERS | N40°48.50'/W111°53.37' |
| VPMSH | _____ | N41°01.67'/W112°02.47' |
| VPNSL | _____ | N40°50.15'/W111°54.90' |
| VPNTP | _____ | N41°03.57'/W112°14.23' |
| VPOGE | GRAIN ELEVATOR | N41°13.13'/W112°00.45' |
| VPOPS | POWER STATION | N41°20.38'/W112°02.78' |
| VPPEP | STATE PRISON | N40°29.88'/W111°53.62' |
| VPPTT | PROMONTORY POINT | N41°12.28'/W112°25.73' |
| VPPTM | POINT OF THE MOUNTAIN | N40°27.42'/W111°54.83' |
| VPPOV | PROVO CANYON | N40°18.77'/W111°39.45' |
| VPRWY | _____ | N40°48.48'/W112°00.33' |
| VPSLC | I-15/I-80 INTERCHANGE | N40°45.83'/W111°54.85' |
| VP TIP | SOUTH TIP | N40°50.93'/W112°10.92' |
| VPUOU | U OF U EVENTS CENTER | N40°45.73'/W111°50.28' |
| VPWBR | WEBER CANYON | N41°08.17'/W111°54.83' |
| VPWBT | _____ | N40°38.00'/W112°03.33' |
| VPZOO | HOGLE ZOO | N40°45.00'/W111°48.95' |

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

| | | |
|-------|--------------------------|------------------------|
| VPLDP | DANA POINT | N33°27.62'/W117°42.87' |
| VPLSP | SIGNAL PEAK | N33°36.33'/W117°48.63' |
| VPOCN | _____ | N33°14.15'/W117°26.63' |
| VPSBC | BARONA CASINO | N32°56.25'/W116°52.60' |
| VPSBL | _____ | N33°05.18'/W117°18.55' |
| VPSBM | BLACK MOUNTAIN | N32°58.87'/W117°07.00' |
| VPSCF | _____ | N32°48.55'/W117°09.17' |
| VPSCM | COWLES MOUNTAIN | N32°48.72'/W117°01.97' |
| VPSCP | CRYSTAL PIER | N32°47.77'/W117°15.42' |
| VPSCR | _____ | N32°39.37'/W117°07.30' |
| VPSFB | IRON MOUNTAIN | N32°58.25'/W116°57.33' |
| VPSLJ | LAKE JENNINGS | N32°51.53'/W116°53.28' |
| VPSMB | _____ | N32°45.57'/W117°12.22' |
| VPSMP | _____ | N33°22.70'/W117°36.75' |
| VPSMS | MOUNT SOLEDAD | N32°50.40'/W117°15.10' |
| VPSMV | _____ | N32°45.75'/W117°09.80' |
| VPSMW | MOUNT WOODSON | N33°00.52'/W116°58.23' |
| VPSOP | OTAY MESA PRISON | N32°35.82'/W116°55.28' |
| VPSOT | LOWER OTAY LAKE | N32°37.73'/W116°55.38' |
| VPSPL | SOUTH POINT LOMA | N32°39.90'/W117°14.55' |
| VPSPP | POWER PLANT | N33°08.25'/W117°20.23' |
| VPSQS | QUALCOMM STADIUM | N32°46.98'/W117°07.23' |
| VPSRT | DEL MAR RACE TRACK | N32°58.58'/W117°15.95' |
| VPSSM | SAN MIGUEL MOUNTAIN | N32°41.78'/W116°56.18' |
| VPSSV | SAN VICENTE ISLAND | N32°55.53'/W116°55.00' |
| VPSTP | TORREY PINES GOLF COURSE | N32°54.17'/W117°14.68' |
| VPSVA | _____ | N33°11.48'/W117°16.38' |

SAN FRANCISCO SECTIONAL CHART

| | | |
|-------|-----------------|------------------------|
| VPKBG | KINGSBURY GRADE | N38°58.75'/W119°53.20' |
|-------|-----------------|------------------------|

SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

| | | |
|-------|--------------------------|------------------------|
| VPALT | ALTAMONT PASS | N37°44.35'/W121°35.42' |
| VPANT | ANTIOCH BRIDGE | N38°01.45'/W121°45.02' |
| VPBBR | BENICIA BRIDGE | N38°02.50'/W122°07.45' |
| VPCL | CALAVERAS RESERVOIR | N37°28.16'/W121°48.93' |
| VPGBT | LAKE CHABOT | N37°43.68'/W122°06.94' |
| VPCTO | COYOTE HILLS | N37°32.50'/W122°05.06' |
| VPCTZ | CARQUINEZ BRIDGE | N38°03.66'/W122°13.52' |
| VPCLL | _____ | N37°11.00'/W121°41.06' |
| VPCTY | CRYSTAL SPRINGS CAUSEWAY | N37°30.56'/W122°21.10' |

WAYPOINT IDENT

VPCSH
VPDAM
VPDLR
VPDUB
VPEMB
VPGGF
VPGIL
VPHHH
VPKGO
VPLEX
VPMID
VPMOR
VPNUM
VPPAC
VPPRU
VPSAR
VPSLA
VPSTB
VPSUN
VPUTC
VPWAL
VPWAM
VPWFR

COLLOCATED VFR CHECKPOINT

CAL STATE UNIVERSITY
DEL VALLE DAM

DUBLIN
EMBASSY SUITES
GOLDEN GATE FIELDS
GILROY
HAMILTON
KGO
LEXINGTON RESERVOIR
MID-SPAN SAN MATEO BRIDGE
MORMON TEMPLE
NUMMI PLANT

PRUNEYARD
SARATOGA
SLAC/LINEAR ACCELERATOR
STINSON BEACH
SUNOL GOLF COURSE
U.T.C.
WALNUT CREEK

CEMENT PLANT

LOCATION

N37°39.52'/W122°03.52'
N37°36.91'/W121°44.78'
N37°07.00'/W121°47.06'
N37°42.06'/W121°55.36'
N37°26.05'/W121°53.83'
N37°53.07'/W122°18.71'
N37°01.37'/W121°33.99'
N38°03.58'/W122°30.66'
N37°31.58'/W122°06.10'
N37°11.66'/W121°59.18'
N37°36.28'/W122°11.81'
N37°48.46'/W122°11.95'
N37°29.56'/W121°56.58'
N37°38.00'/W122°32.07'
N37°17.33'/W121°56.01'
N37°15.26'/W122°02.33'
N37°24.75'/W122°14.35'
N37°54.45'/W122°40.41'
N37°34.85'/W121°53.23'
N37°13.93'/W121°41.35'
N37°53.78'/W122°04.30'
N37°30.28'/W122°10.00'
N37°30.88'/W122°12.26'

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV
VPCNY
VPDAD
VPDFI
VPDUT
VPEAR
VPFFU
VPGPE
VPHUC
VPKER
VPLEV
VPLJA

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

N27°57.00'/W080°46.75'
N28°30.00'/W080°45.00'
N28°22.57'/W082°11.25'
N29°00.17'/W081°20.85'
N27°37.70'/W082°09.10'
N27°58.67'/W082°49.83'
N28°57.08'/W081°00.33'
N27°43.50'/W082°44.67'
N28°19.87'/W082°43.77'
N28°04.00'/W081°56.00'
N28°48.00'/W080°52.00'
N29°00.00'/W080°51.00'

WASHINGTON SECTIONAL CHART

VPACE
VPAXI
VPBRA
VPGCE
VPWZO

N38°07.82'/W076°48.75'
N38°34.57'/W076°20.38'
N36°13.75'/W076°08.08'
N36°03.90'/W076°36.42'
N36°00.87'/W075°40.07'

VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

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The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

IDAHO

VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|------------|--|--------------------------------|-------------------------------|---|
| Boise | 113.3/BOI | A/5000 | 090 | 6.2 | Over dam outlet S end Lucky Peak Reservoir |
| Boise (Boise Air Terminal–Gowen Field)..... | 113.3/BOI | G | 275 | 1.0 | On twy C adjacent to the intersection of Twy B at apch end Rwy 28L. |
| Coeur D'Alene | 108.8/COE | A/4000 | 011 | 9.0 | Over amusement park. |
| Idaho Falls (Idaho Falls Rgnl)..... | 109.0/IDA | G | 208 | | At intersection of Twys A and A3. |
| Nez Perce (Lewiston–Nez Perce County)..... | 108.2/MQG | A/3000 | 247 | 6.2 | Over tetrahedron on arpt. |
| Pocatello (Pocatello Rgnl) | 112.6/PIH | A/5800 | 034 | 8.7 | Over radio antenna with white storage tanks at base. |
| Twin Falls (Twin Falls–Sun Valley Reg Joslin Fld) | 115.8/TWF | G | 065 | 0.8 | On runup area at apch end Rwy 25. |

VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---------------------------------|-------|----------------------|---------|
| Boise | 116.7 | G | |

MONTANA

RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|------------|--|--------------------------------|-------------------------------|--|
| Billings | 114.5/BIL | A/5000 | 199 | 10.5 | Over refinery at Laurel. |
| Bozeman (Gallatin Fld) | 112.4/BZN | G | 272 | 0.5 | Twy at apch end Rwy 12. |
| | 112.4/BZN | G | 137 | 1.0 | On runup as at apch end Rwy 30. |
| Coppertown (Bert Mooney)..... | 111.6/CPN | A/6600 | 098 | 11.5 | Over intersection of Rwy's 11–29 and 15–33. |
| Dillon | 113.0/DLN | A/7000 | 245 | 5.0 | Over letter 'B' on bluff. |
| Great Falls (Great Falls Intl) | 115.1/GTF | G | 030 | 2.3 | At intersection of Twys A and A3. |
| | 115.1/GTF | G | 030 | 2.9 | On Twy A between A5 and A6. |
| Havre | 111.8/HVR | A/4000 | 278 | 8.0 | Over S end of dam. |
| Helena (Helena Rgnl)..... | 117.7/HLN | G | 238 | 0.7 | On Twy E on South side of Rwy 27. |
| Kalispell (Glacier Park Intl) | 108.4/FCA | A/4000 | 316 | 6.4 | Over apch end Rwy 30. |

VOR RECEIVER CHECK

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|------------|--|--------------------------------|-------------------------------|---|
| Lewistown (Lewistown Muni) | 112.0/LWT | A/5200 | 075 | 5.6 | Over apch end Rwy 07. |
| Livingston | 116.1/LVM | A/6500 | 237 | 5.5 | Over northern most radio twr NE of city. |
| Miles City (Frank Wiley Field) | 112.1/MLS | G | 036 | 4.2 | On twy leading to Rwy 30. |
| Missoula (Missoula Intl) | 112.8/MSO | G | 344 | 0.6 | Terminal ramp east of Twy D. |

OREGON

VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|--|------------|--|--------------------------------|-------------------------------|---|
| Astoria (Astoria Regional) | 114.0/AST | G | 153 | .5 | East edge of ramp in front of large hangar. |
| Baker | 115.3/BKE | A/6000 | 136 | 6.7 | Over microwave tower on bluff. |
| Corvallis (Corvallis Muni) | 115.4/CVO | G | 049 | 0.5 | On S edge of terminal ramp. |
| Eugene (Mahlon Sweet Field) | 112.9/EUG | G | 071 | 0.5 | On ramp immediately W of tower. |
| Klamath Falls (Klamath Falls)..... | 115.9/LMT | G | 298 | 1.0 | On ramp N of Twy E. |
| North Bend (North Bend Muni)..... | 112.1/OTH | G | 255 | 3.5 | On circle at intersection twys to Rwys 13-31 and 04-22. |
| Pendleton (Eastern Oregon Rgnl At Pendleton) | 114.7/PDT | G | 073 | 3.9 | On twy B. |
| Rogue Valley (Rogue Valley Intl) | 113.6/OED | A/3000 | 213 | 4.8 | Over radio tower. |
| Roseburg (Roseburg Rgnl) | 108.2/RGB | A/2500 | 337 | 3.0 | Over S end of Rwy 16-34. |
| Wildhorse | 113.8/ILR | A/6500 | 225 | 6.0 | Over smoke stack. |

VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|--|-------|----------------------|---|
| Portland Intl | 111.0 | G | |
| Portland Hillsboro | 115.2 | G | |
| Rogue Valley Intl-Medford | 117.2 | G | Unusable on Twy A-6, hangar area W of Twy A-6 and Twy A NW of Twy C. |

WASHINGTON

VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|--|------------|--|--------------------------------|-------------------------------|--|
| Ellensburg (Bowers Field) | 117.9/ELN | A/2300 | 255 | 3.5 | Over W end of Rwy 07-25. |
| Ephrata (Ephrata Muni)..... | 112.6/EPH | A/2300 | 202 | 5.8 | Over intersection of Rwys 02-20 and 11-29. |
| Hoquiam (Bowerman) | 117.7/HQM | A/1100 | 062 | 8.4 | Over centerline on apch end Rwy 06. |
| Whatcom (Bellingham Intl) | 113.0/HUH | A/1700 | 162 | 5.4 | Over Nooksack River/Interstate 5 Bridge. |

VOR RECEIVER CHECK

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| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|------------|--|--------------------------------|-------------------------------|---|
| Moses Lake (Grant County Intl)..... | 115.0/MWH | G | 155 | 1.4 | On runup area Rwy 32R. |
| | 115.0/MWH | G | 194 | 1.2 | On runup area Rwy 04. |
| | 115.0/MWH | G | 313 | 1.0 | On runup area Rwy 14L. |
| Olympia (Olympia Rgnl) | 113.4/OLM | G | 350 | 0.3 | On E runup area Rwy 17. |
| Paine (Snohomish Co (Paine Fld)) | 110.6/PAE | G | 173 | 0.8 | Intersection of Rwy 11 and Twy H. |
| | | | | 1.1 | On Twy A-7. |
| Pasco (Tri-Cities)..... | 108.4/PSC | G | 098 | | Twy Echo at Rwy 30 run-up area. |
| Seattle | 116.8/SEA | A/2000 | 197 | 27.0 | Over Nisqually River/Interstate 5 bridge. |
| Seattle | 116.8/SEA | A/2500 | 308 | 19.5 | Over NW end of bridge and Hwy 305. |
| Seattle (Crest Airpark) | 116.8/SEA | A/2000 | 107 | 10.3 | Over centerline on apch end Rwy 33. |
| Tatoosh (Sekiu) | 112.2/TOU | A/2500 | 077 | 12.4 | Over AER 08. |
| Walla Walla (Martin Field) | 116.4/ALW | A/1500 | 225 | 5.6 | Over largest hangar. |
| Walla Walla (Walla Walla Rgnl)..... | 116.4/ALW | G | 035 | 0.5 | At the intersection of Twys A and C. |
| Wenatchee (Pangborn Mem)..... | 111.0/EAT | G | 105 | 0.6 | On Twy at apch end of Rwy 30. |
| Yakima | 116.0/YKM | A/3500 | 210 | 4.1 | Over single tower on ridge line. |

VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---|-------|----------------------|---------|
| Seattle (Boeing Field/King County Intl) | 108.6 | G | |
| Seattle (Seattle Tacoma Intl) | 117.5 | G | |
| Spokane (Felts Field)..... | 114.0 | G | |
| Spokane Intl | 109.6 | G | |

WYOMING

VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|------------|--|--------------------------------|-------------------------------|--|
| Boysen Reservoir | 117.8/BOY | A/6500 | 180 | 25 | Over Riverton VOR. |
| Jackson (Jackson Hole) | 115.4/JAC | G | 174 | 0.5 | On Twy A, approximately 1,000' S of AER 19. |
| Muddy Mountain (Casper/Natrona Co Intl) .. | 116.2/DDY | A/6400 | 204 | 13.4 | Over intersection Rwys 03-21, 08-26 and 12-30. |
| Newcastle (Mondell Fld)..... | 108.2 ECS | A/5500 | 116 | 4.9 | Over radio towers with strobe lights. |
| Rawlins (Rawlins Muni) | 109.4/RWL | A/7500 | 093 | 5.5 | Bridge over railroad track east of refinery. |
| | 109.4/RWL | G | 050 | 0.8 | Runup area Rwy 22. |
| Rock Springs (Rock Springs-Sweetwater County) | 116.0/OCS | G | 270 | 2.3 | Intersection twy to Rwy 09-27. |
| Sheridan (Sheridan County)..... | 115.3/SHR | A/5000 | 129 | 5.0 | Over centerline approach end Rwy 14. |

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC | MAXIMUM ALTITUDE | REMARKS |
|--|--|---------------------|--|
| IDAHO | | | |
| Burley | 13 NM; 035° Burley | 15,000 | Daily SR-SS. |
| (c) Caldwell Industrial Arpt..... | 20 NM; 269° Boise | 17,500 | 5 NM radius. 1/2 hour before SR-1 hour after SS. |
| (c) Star Skydiving Center..... | 17 NM; 289° Boise | 16,000 | 5NM radius. SR-2 hrs after SS daily. |
| MONTANA | | | |
| Bozeman Gallatin Fld Arpt..... | 1 NM; 038° Bozeman | 15,000 | 2 NM radius. SR-SS daily. |
| (c) Butler Creek | 19 NM; 296° Missoula | 2,000 AGL | 0.5 NM radius. Occasional use. |
| Dornblaser Fld..... | 5.2 NM; 120° Missoula | 12,500 AGL | 0.5 NM radius. Occasional use. |
| (c) Grant Creek | 1.5 NM; 053° Missoula | 12,500 AGL | 0.5 NM radius. Occasional use. |
| (c) Helena, Ft Harrison | 6 NM; 265° Helena | 12,000 | 1 NM radius. Wed-Sun SR-SS. |
| Kalispell | 6 NM; 227° Kalispell | 14,000 | 1 NM radius. 0900-SS daily. |
| (c) Kalispell, Carson Fld Arpt..... | 28 NM; 238° Kalispell | 14,000 | 2 NM radius. 0800-SS daily. |
| Kalispell, City Arpt..... | 6 NM; 230° Kalispell | 14,000 AGL | 2 NM radius. 0800-SS daily. |
| (c) Laurel Muni Arpt | 9 NM; 208° Billings | 14,500 | 2 NM radius. Daily SR-SS. |
| Livingston, Mission Fld..... | 1 NM; 010° Livingston | 14,500 | 2 NM radius. Daily SR-SS. |
| (c) Missoula Intl Arpt | 1.4 NM; 315° Missoula | 1,500 AGL | 0.5 NM radius. May-Sep daily SR-SS, Oct-Apr occasional use. |
| Nine Mile R.S. | 17 NM; 289° Missoula | 2,000 AGL | 0.5 NM radius. Occasional use. |
| (c) Raser Ranch | 2 NM; 357° Missoula | 3,000 AGL | 0.5 NM radius Apr-Oct occasional use. |
| Roundup Arpt..... | 40 NM; 351° Billings | 14,500 | Weekends SR-SS. |
| (c) Six Mile | 15 NM; 300° Missoula | 2,000 AGL | 0.5 NM radius. Occasional use. |
| (c) Stevensville Arpt..... | 25 NM; 162° Missoula | 14,000 | 1 NM radius. Wed and weekends SR-SS. |
| Stoney Creek..... | 17 NM; 296° Missoula | 2,000 AGL | 0.5 NM radius. Occasional use. |
| Three Forks Arpt..... | 18 NM; 275° Bozeman | 14,500 | 2 NM radius. Daily SR-SS. |
| University Campus..... | 5 NM; 108° Missoula | 12,500 AGL | 0.5 NM radius. Occasional use. |
| West Yellowstone, Yellowstone Arpt..... | 60 NM; 034° DuBois | 1,500 AGL | June-Sep. |
| OREGON | | | |
| (c) Albany, Northwest Parachute Club | 18 NM; 032° Corvallis | 13,000 | 2 NM radius. SR-1 hr after SS Wed-Sun. Occasional hours Mon-Tue. |
| (c) Creswell, Hobby Fld..... | 15 NM; 120° Eugene | 15,000 | 5 NM radius. SR-SS daily. |
| (c) Estacada, Beaver Oaks Arpt..... | 25 NM; 076° Newberg | 13,000 AGL | 1.5 NM radius. 0800-2300 Daily. |
| (c) Hermiston Muni Arpt..... | 16 NM; 280° Pendleton | 15,000 | 2 NM radius. SR-SS weekends. Occasional hours weekdays. |
| (c) Medford, Beagle Sky Ranch Arpt..... | 5 NM; 350° Rogue Valley | 14,000 | Daily SR-2200. |
| (c) Mollala, Sky Dive Oregon Arpt..... | 19 NM; 110° Newberg | 14,500 | 5 NM radius. 0800-2200, Daily. Portland Intl Tower 118.1 |
| (c) Redmond, Cline Falls Air Park Arpt.... | 3 NM; 010° Deschutes | 13,000 | 3 NM radius. 0800-2100. |

PARACHUTE JUMPING AREAS

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| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC | MAXIMUM ALTITUDE | REMARKS |
|---|--|---------------------|--|
| WASHINGTON | | | |
| (c) Coupeville NOLF..... | 5 NM; 110° Penn Cove | 12,500 AGL | 2 NM radius. Occasional use. |
| Fort Lewis, Abrams Drop Zone..... | 7.5 NM; 200° McChord..... | 10,000 | 1 NM radius. Occasional use. |
| Fort Lewis, Anzio Drop Zone..... | 9 NM; 160° McChord..... | 10,000 | 0.3 NM radius. Occasional use. |
| Fort Lewis, Dakto Drop Zone..... | 7.5 NM; 175° McChord..... | 10,000 | 0.3 NM radius. Occasional use. |
| Fort Lewis, Darby Drop Zone..... | 8.5 NM; 097° Olympia | 10,000 | 0.5 NM radius. Occasional use. |
| Fort Lewis, El Guettar Drop Zone..... | 7.5 NM; 092° Olympia | 10,000 | 0.3 NM radius. Occasional use. |
| Fort Lewis, Gray AAF Drop Zone..... | 6 NM; 210° McChord..... | 10,000 | 1 NM radius. Occasional use. |
| Fort Lewis, Marion Drop Zone..... | 11 NM; 190° McChord..... | 10,000 | 1 NM radius. Occasional use. |
| Fort Lewis, Merrill Drop Zone..... | 9 NM; 092° Olympia | 10,000 | 0.5 NM radius. Occasional use. |
| Fort Lewis, Mytkina Drop Zone..... | 10 NM; 065° Olympia | 10,000 | 1 NM radius. Occasional use. |
| Fort Lewis, Point Salinas Drop Zone... | 7.5 NM; 201° McChord..... | 10,000 | 1 NM radius. Occasional use. |
| Fort Lewis, Pointe De Hoc Drop Zone.. | 11.5 NM; 192° McChord..... | 10,000 | 0.25 NM radius. Occasional use. |
| Fort Lewis, Rogers Drop Zone..... | 7 NM; 155° McChord..... | 10,000 | 0.5 NM radius. Occasional use. |
| Fort Lewis, Solo Drop Zone | 6.5 NM; 245° McChord..... | 10,000 | 1 NM radius. Occasional use. |
| (c) Kapowsin Fld | 13 NM; 110° McChord..... | 16,000 | 2 NM radius. 0700–2300 daily. |
| Kennewick, Vista Field..... | 5.1 NM; 217° Pasco..... | 14,500 | 1 NM radius. SR–SS weekends, 1700–SS weekdays, Apr–Nov. |
| (c) Larson Drop Zone..... | 17 NM; 217° Moses Lake | 3,000 | Continuous. Personnel and hvy equip. Grant Co Intl Tower 126.4 |
| Monroe, Firstair Fld..... | 14 NM; 091° Paine | 12,500 | 0.5 mi radius. Daily SR–SS. |
| (c) Richland Arpt..... | 8 NM; 270° Pasco..... | 13,000 | 2 NM radius. Continuous. |
| (c) Ritzville, West Plains Skydiving Drop Zone | 36.4 NM; 207° Spokane | 15,000 | 2 NM radius. SR–SS weekends, 1700–SS weekdays. Heavy use Apr–Nov. |
| (c) Shelton, Sanderson Fld Arpt | 19 NM; 309° Olympia | 14,000 | 2 NM radius. Daily 0800–2300. |
| (c) Snohomish, Harvey Fld..... | 7 NM; 078° Paine | 15,000 | 2 NM radius. Continuous. |
| (c) Snohomish, Harvey Fld..... | 8 NM; 075° Paine | 15,000 | 1 NM radius. Continuous. |
| (c) Spokane, Hayford Drop Zone..... | 12 NM; 340° Spokane | 10,000 | 0.5 NM radius. Occasional use. |
| (c) Tacoma, McChord AFB | 28 NM, 181° Seattle | 15,000 | Weekends and occasional nights. |
| (c) Tekoa, Willard Fld | 31 NM; 110° Spokane | 12,500 | 1 NM radius. Daily. |
| (c) Toledo, Ed Carlson Mem Fld–South Lewis Co..... | 30 NM; 150° Olympia | 12,500 | 5 NM radius. Continuous. |

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

BILLINGS SECTIONAL

78th Edition, 27 Aug 2009

OBSTRUCTIONS

27 Aug 2009 No Major Changes.

22 Oct 2009 Add obst 2409' MSL (310' AGL) UC, 46°33'37"N, 101°12'48"W.

Add obst 1981' MSL (295' AGL) UC, 46°23'06"N, 100°37'17"W.

Add obst 2361' MSL (260' AGL) UC, 47°34'40"N, 100°36'13"W.

Add obst 2237' MSL (260' AGL) UC, 47°24'38"N, 100°35'22"W.

Add obst 2437' MSL (260' AGL) UC, 46°31'55"N, 101°33'11"W.

AIRPORTS

27 Aug 2009 No Major Changes.

22 Oct 2009 Delete MORGAN arpt, 49°00'00"N, 107°49'32"W.

Delete DORBRINSKI arpt, 47°53'52"N, 101°51'17"W.

Delete LOHSE arpt, 48°34'43"N, 103°27'59"W.

BELLE CREEK arpt abandoned, 45°07'30"N, 105°05'32"W.

NAVAIDS

27 Aug 2009 No Major Changes.

22 Oct 2009 Delete PARSHALL NDB, 47°56'10"N, 102°08'14"W.

AIRSPACE

27 Aug 2009 No Major Changes.

22 Oct 2009 Add PLENTYWOOD, MT Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Plentywood Sher-Wood Airport; and that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line beginning at 49°00'00"N, 105°02'00"W; to 49°00'00"N, 104°02'00"W; to 48°32'35"N, 104°02'00"W; to 48°27'00"N, 104°11'12"W; to 48°40'00"N, 105°02'00"W; thence to the point of origin.

SPECIAL USE AIRSPACE

27 Aug 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES

27 Aug 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS

27 Aug 2009 – 22 Oct 2009 No Major Changes.

CF-16 WORLD AERONAUTICAL CHART
38th Edition, 15 Jan 2009**OBSTRUCTIONS****12 Mar 2009 – 22 Oct 2009** No Major Changes.**AIRPORTS****12 Mar 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****12 Mar 2009** Change ROME VORTAC freq from 122.5 to 112.5, 42°35'26"N, 117°52'05"W.**7 May 2009 – 22 Oct 2009** No Major Changes.**AIRSPACE****12 Mar 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****12 Mar 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****12 Mar 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****12 Mar 2009 – 22 Oct 2009** No Major Changes.

CHEYENNE SECTIONAL
80th Edition, 30 Jul 2009**OBSTRUCTIONS****27 Aug 2009** Add windmill farm. 6365'UC is highest MSL, 43°04'40"N, 105°50'43"W.

Add obst 6988'MSL (407'AGL)UC, 41°08'23"N, 104°59'52"W.

22 Oct 2009 Add obst 7523'MSL (263'AGL)UC, 41°39'15"N, 106°04'16"W.

Add obst 7508'MSL (391'AGL)UC, 41°40'22"N, 105°59'52"W.

Add obst 5157'MSL (258'AGL)UC, 42°41'04"N, 103°55'53"W.

AIRPORTS**27 Aug 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****27 Aug 2009** Delete ANTELOPE NDB, 41°36'15"N, 109°00'06"W.**22 Oct 2009** No Major Changes.**AIRSPACE****27 Aug 2009** Add RUSHVILLE, NE Class E: That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Modisett airport.**22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****27 Aug 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****27 Aug 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****27 Aug 2009 – 22 Oct 2009** No Major Changes.

GREAT FALLS SECTIONAL**77th Edition, 2 Jul 2009****OBSTRUCTIONS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add obst 4190' MSL (300' AGL) UC, 48°32'20"N, 112°14'12"W.

Add windmill farm 4208' UC is highest MSL, 48°32'01"N, 112°08'37"W.

22 Oct 2009 No Major Changes.**AIRPORTS****2 Jul 2009** No Major Changes.**27 Aug 2009** Delete COTTONTAIL arpt, 46°07'56"N, 110°02'50"W.

Delete FRAMPTON arpt, 47°58'43"N, 115°46'05"W.

Change MISSOULA INTL ATCT freq from 387.1 to 377.175, 46°54'59"N, 114°05'26"W.

22 Oct 2009 No Major Changes.**NAVAIDS****2 Jul 2009** No Major Changes.**27 Aug 2009** Add LEENY NDB, freq 347, ident (LEN), class MHW, 47°44'34"N, 116°57'40"W.**22 Oct 2009** No Major Changes.**AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****2 Jul 2009 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****2 Jul 2009 – 22 Oct 2009** No Major Changes.

KLAMATH FALLS SECTIONAL**81st Edition, 24 Sep 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** Delete RED & WHITE arpt, 43°07'09"N, 121°02'41"W.

Delete UNITY arpt, 44°27'05"N, 118°11'12"W.

NAVAIDS**22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** Add NORTH BEND, OR Class D: That airspace extending upward from the surface to and including 2500 feet MSL within a 4.2-mile radius of the Southwest Oregon Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

SALT LAKE CITY HELICOPTER ROUTE CHART**3rd Edition, 26 Oct 2006****OBSTRUCTIONS****23 Nov 2006 – 22 Oct 2009** No Major Changes.**AIRPORTS****23 Nov 2006 – 10 Apr 2008** No Major Changes.**5 Jun 2008** Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

31 Jul 2008 – 20 Nov 2008 No Major Changes.**20 Nov 2008** Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.**15 Jan 2009 – 22 Oct 2009** No Major Changes.**NAVAIDS****23 Nov 2006 – 22 Oct 2009** No Major Changes.**AIRSPACE****23 Nov 2006 – 22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****23 Nov 2006 – 22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****23 Nov 2006 – 22 Oct 2009** No Major Changes.**MISCELLANEOUS****23 Nov 2006 – 22 Oct 2009** No Major Changes.

SALT LAKE CITY SECTIONAL**82nd Edition, 22 Oct 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

SALT LAKE CITY TERMINAL AREA CHART**41st Edition, 22 Oct 2009****OBSTRUCTIONS****22 Oct 2009** No Major Changes.**AIRPORTS****22 Oct 2009** No Major Changes.**NAVAIDS****22 Oct 2009** No Major Changes.**AIRSPACE****22 Oct 2009** No Major Changes.**SPECIAL USE AIRSPACE****22 Oct 2009** No Major Changes.**MILITARY TRAINING ROUTES****22 Oct 2009** No Major Changes.**MISCELLANEOUS****22 Oct 2009** No Major Changes.

SEATTLE SECTIONAL

77th Edition, 4 Jun 2009

OBSTRUCTIONS

2 Jul 2009 Add obst 550' MSL (215' AGL), 49°02'34"N., 122°49'03"W.

27 Aug 2009 Add obst 2337' MSL (255' AGL) UC, 48°00'59"N, 122°55'39"W.

Add windmill farm 2971' UC is highest MSL, 45°41'23"N, 120°53'05"W.

22 Oct 2009 Add obst 1310' MSL (226' AGL), 45°05'38"N, 123°57'21"W.

Add obst 3755' MSL (250' AGL) UC, 45°35'08"N, 118°35'01"W.

Add obst 2156' MSL (316' AGL), 46°01'02"N, 122°46'44"W.

AIRPORTS

2 Jul 2009 Delete COLLINS arpt, 44°44'59"N., 120°12'04"W.

Add RP 15R to HARVEY arpt, 47°54'18"N., 122°06'10"W.

27 Aug 2009 Add CTAF 122.8 at APEX arpt, 47°39'24"N, 122°43'59"W.

Add CTAF 122.9 at PAGE arpt, 46°00'59"N, 118°22'14"W.

Add RP 35 to APEX arpt, 47°39'24"N, 122°43'59"W.

22 Oct 2009 Change RP 33 to RP 34 at RENTON MUNI arpt, 47°29'35"N, 122°12'57"W.

Change RP 8, 11 to RP 8, 12 at LEWISTON-NEZ PERCE CO arpt, 46°22'28"N, 117°00'55"W.

Delete UNITY arpt, 44°27'04"N, 118°11'12"W.

NAVAIDS

2 Jul 2009 No Major Changes.

27 Aug 2009 Add LEENY NDB, freq 347, ident (LEN), class MHW, 47°44'34"N, 116°57'40"W.

22 Oct 2009 No Major Changes.

AIRSPACE

2 Jul 2009 Add ABBOTSFORD, BC, CANADA Transition Area. The airspace above 1500' AGL within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°06'30.70"N, 122°18'12.85"W to 49°09'05.09"N, 122°17'43.73"W to 49°11'19.42"N, 121°57'23.50"W to 49°08'37.52"N, 121°57'23.50"W to 49°00'08.70"N, 122°09'41.40"W thence westerly along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W point of beginning.

Revise VANCOUVER, BC, CANADA Transition Area. The airspace above 1200' AGL within the area bounded by a line beginning at 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'08.65"N, 123°49'14.20"W to 49°18'51.32"N, 123°27'28.66"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'40.43"N, 123°30'44.17"W to 48°50'20.23"N, 123°30'36.04"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W point of beginning.

Add VICTORIA, BC, CANADA Transition Area. The airspace above 1200' AGL within the area bounded by a line beginning at 48°43'41.69"N, 123°08'48.26"W to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°49'52.40"N, 123°00'30.60"W Canada-United States boundary to 48°46'01.60"N, 123°00'30.60"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W point of beginning.

Add VICTORIA HARBOUR, BC, CANADA Transition Area. The airspace above 700' AGL within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'28.32"N, 123°15'00.24"W thence south along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W point of beginning.

Revise VANCOUVER, BC, CANADA Terminal Control Area. Class D airspace above 1200' AGL to 2500' within the area bounded by a line beginning at 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'08.00"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W to 49°11'40.43"N, 123°30'44.17"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°00'07.50"N, 123°19'53.57"W to 49°00'07.50"N, 123°19'20.10"W thence south-east along the Canada-United States boundary to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W thence west along the Canada-United States boundary to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary point of beginning.

Class D airspace above 1500' to 2500' within the area bounded by a line beginning at 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary to 49°01'55.68"N, 122°45'36.99"W to 49°01'56.09"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary point of beginning. Class C airspace above 1200' to 2500' within the area bounded by a line beginning at 49°07'14.40"N, 123°02'42.13"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°15'16.31"N, 123°01'44.14"W to 49°15'16.95"N, 122°53'19.25"W to 49°07'14.73"N, 122°53'19.25"W to 49°07'14.40"N, 123°02'42.13"W point of beginning.

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Class C airspace above 2500' to 4500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'07.78"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'27.86"N, 123°56'36.76"W to 49°18'12.62"N, 124°03'22.44"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°30'52.39"N, 123°55'41.18"W to 49°18'51.32"N, 123°27'28.66"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°23'53.71"N, 123°17'43.39"W to 49°20'08.72"N, 123°15'37.38"W to 49°20'04.85"N, 123°03'25.40"W to 49°18'50.01"N, 123°01'44.09"W to 49°15'16.31"N, 123°01'44.14"W to 49°15'17.00"N, 122°45'30.28"W thence clockwise along the arc of a circle of 3 miles radius centered on 49°12'58.00"N, 122°42'36.00"W to 49°14'11.84"N, 122°38'25.62"W to 49°07'16.72"N, 122°33'41.11"W thence clockwise along the arc of a circle of 3 miles radius centered on 49°06'03.00"N, 122°37'51.00"W to 49°06'02.91"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning. Note: The Vancouver TCA also contains that portion of airspace, south of the Canada-United States boundary, within 16 NM of the Vancouver VOR that is defined in U.S. publications.

Class C airspace above 4500' to 6500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'07.78"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°57'01.19"N, 123°59'13.76"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°30'52.39"N, 123°55'41.18"W to 49°18'51.32"N, 123°27'28.66"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°23'53.71"N, 123°17'43.39"W to 49°20'08.72"N, 123°15'37.38"W to 49°20'04.85"N, 123°03'25.40"W to 49°18'50.00"N, 123°01'44.09"W to 49°18'50.00"N, 122°32'37.30"W to 49°09'05.09"N, 122°17'43.73"W to 49°06'30.70"N, 122°18'12.85"W to 49°06'30.52"N, 122°14'10.65"W thence clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°00'08.80"N, 122°11'12.69"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 700' AGL to 6500' within the area bounded by a line beginning at 48°32'53.59"N, 123°31'08.11"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°50'20.23"N, 123°30'36.04"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°48'09.82"N, 123°23'38.13"W to 48°45'45.19"N, 123°24'07.78"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°32'53.59"N, 123°31'08.11"W point of beginning.

Class C airspace above 3000' to 6500' within the area bounded by a line beginning at 48°26'24.52"N, 123°33'56.16"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W to 48°32'53.59"N, 123°31'08.11"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°32'14.86"N, 123°29'08.95"W to 48°27'33.05"N, 123°31'42.78"W to 48°26'24.52"N, 123°33'56.16"W point of beginning.

Class C airspace above 3500' to 6500' within the area bounded by a line beginning at 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°54'35.83"N, 123°38'35.92"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W thence counter-clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W point of beginning.

Class C airspace above 5500' to 6500' within the area bounded by a line beginning at 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°57'01.19"N, 123°59'13.76"W to 49°01'15.10"N, 123°45'27.84"W thence counter-clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°54'35.83"N, 123°38'35.92"W thence counter-clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W point of beginning.

Class C airspace above 3200' to 6500' within the area bounded by a line beginning at 49°18'51.32"N, 123°27'28.66"W to 49°21'02.94"N, 123°32'35.37"W thence clockwise along the arc of a circle of 17 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°27'39.24"N, 123°19'50.04"W to 49°23'53.71"N, 123°17'43.39"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°18'51.32"N, 123°27'28.66"W point of beginning.

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Class C airspace above 5000' to 6500' within the area bounded by a line beginning at 49°21'02.94"N, 123°32'35.37"W to 49°24'19.57"N, 123°40'15.43"W thence clockwise along the arc of a circle of 23 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°33'16.91"N, 123°23'00.30"W to 49°27'39.24"N, 123°19'50.04"W thence counter-clockwise along the arc of a circle of 17 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°21'02.94"N, 123°32'35.37"W point of beginning.

Class C airspace above 5500' to 6500' within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary point of beginning.

Class C airspace above 6500' to 8500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°38'57.73"N, 123°44'29.36"W to 49°37'01.00"N, 123°25'07.00"W to 49°21'58.65"N, 122°19'50.73"W to 49°25'47.09"N, 121°49'42.65"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 8500' to 9500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 12 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'02.02"N, 123°43'36.07"W thence clockwise along the arc of a circle of 40 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°42'23.14"N, 123°52'10.08"W thence clockwise along the arc of a circle of 18 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°47'32.39"N, 123°49'18.43"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°21'58.65"N, 122°19'50.73"W to 49°25'47.09"N, 121°49'42.65"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Class C airspace above 9500' to 12,500' within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°30'44.98"N, 123°38'59.14"W thence clockwise along the arc of a circle of 45 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°19'04.26"N, 124°18'39.45"W to 49°25'16.60"N, 124°00'12.25"W thence clockwise along the arc of a circle of 35 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'56.32"N, 123°57'28.70"W to 49°36'49.14"N, 124°08'05.46"W thence clockwise along the arc of a circle of 45 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°23'54.25"N, 122°04'44.02"W to 49°25'48.80"N, 121°49'41.00"W thence clockwise along the arc of a circle of 55 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'29.75"N, 121°47'06.54"W to 49°00'02.61"N, 121°58'45.95"W thence west along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

Revise ABBOTSFORD, BC, CANADA Class C Control Zone. The airspace to 4500' (4300' AAE) within the area bounded by a line beginning at 49°00'07.92"N, 122°33'17.10"W to 49°01'56.09"N, 122°33'17.10"W to 49°01'56.93"N, 122°29'12.14"W thence clockwise along the arc of a circle of 5 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.75"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W thence clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°00'08.80"N, 122°11'12.69"W thence westerly along the Canada-United States boundary to 49°00'07.92"N, 122°33'17.10"W point of beginning. Note: The Abbotsford Control Zone also contains a portion south of the Canada-United States boundary that is defined in U.S. publications.

Revise BOUNDARY BAY, BC, CANADA Class C Control Zone. The airspace to 1000' (1000' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°05'05.00"W to 49°05'50.73"N, 123°05'05.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°07'14.40"N, 123°02'42.13"W to 49°07'14.68"N, 122°57'30.00"W to 49°00'07.73"N, 122°57'30.00"W thence westerly along the Canada-United States boundary to 49°00'07.50"N, 123°05'05.00"W point of beginning. The airspace above 1000' (1000' AAE) to 2500' (2500' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°05'05.00"W to 49°05'50.73"N, 123°05'05.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°07'14.40"N, 123°02'42.13"W to 49°07'14.71"N, 122°51'19.49"W to 49°00'07.75"N, 122°51'19.49"W thence westerly along the Canada-United States boundary to 49°00'07.50"N, 123°05'05.00"W point of beginning.

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Revise VICTORIA, BC, CANADA Class C Control Zone. The airspace to 2500' (2400' AAE) within the area bounded by a line beginning at 48°38'28.32"N, 123°15'00.24"W Canada-United States boundary thence clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary to 48°38'28.32"N, 123°15'00.24"W Canada-United States boundary point of beginning.

Add VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class C Control Zone. The airspace above 800' (800' AAE) to 2500' within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Revise VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class D Control Zone. The airspace to 800' (800' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Revise NANAIMO, BC, CANADA Class E Control Zone. The airspace to 2500' (2400' AAE) within the area bounded by a line beginning at 49°02'25.14"N, 123°44'41.34"W thence clockwise along the arc of a circle of 5 miles radius centered on 49°03'08.00"N, 123°52'13.00"W to 49°07'25.23"N, 123°48'17.55"W to 49°02'25.14"N, 123°44'41.34"W point of beginning.

Revise VANCOUVER, BC, CANADA Class D Transponder Airspace. The airspace above 1200' AGL to 2500' within the area bounded by a line beginning at 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°45'45.19"N, 123°24'08.00"W to 48°48'09.82"N, 123°23'38.13"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 48°50'20.23"N, 123°30'36.04"W to 49°11'40.43"N, 123°30'44.17"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°00'07.50"N, 123°19'53.57"W to 49°00'07.50"N, 123°19'20.10"W thence south-east along the Canada-United States boundary to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W thence west along the Canada-United States boundary to 48°41'41.16"N, 123°15'54.65"W Canada-United States boundary point of beginning.

Add ABBOTSFORD, BC, CANADA Class D Transponder Airspace. The airspace above 1500' to 2500' within the area bounded by a line beginning at 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary to 49°01'55.68"N, 122°45'36.99"W to 49°01'56.09"N, 122°33'17.10"W to 49°00'07.92"N, 122°33'17.10"W thence west along the Canada-United States boundary to 49°00'07.51"N, 122°45'36.99"W Canada-United States boundary point of beginning.

Add VANCOUVER OUTER CONTROL ZONE, BC, CANADA Class D Transponder Airspace. The airspace to 800' (800' AAE) within the area bounded by a line beginning at 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary to 49°00'07.50"N, 123°19'53.57"W thence clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°20'10.99"N, 123°25'56.81"W to 49°20'08.72"N, 123°15'37.38"W to 49°16'36.06"N, 123°13'38.60"W to 49°16'36.00"N, 123°18'33.00"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°05'50.73"N, 123°05'05.00"W to 49°00'07.50"N, 123°05'05.00"W to 49°00'07.50"N, 123°19'20.10"W Canada-United States boundary point of beginning.

Add ABBOTSFORD, BC, CANADA Class E Transponder Airspace. The airspace above 1500' AGL within the area bounded by a line beginning at 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary thence counter-clockwise along the arc of a circle of 7 miles radius centered on 49°01'31.00"N, 122°21'38.00"W to 49°06'30.52"N, 122°14'10.65"W to 49°06'30.70"N, 122°18'12.85"W to 49°09'05.09"N, 122°17'43.73"W to 49°11'19.42"N, 121°57'23.50"W to 49°08'37.52"N, 121°57'23.50"W to 49°00'08.70"N, 122°09'41.40"W thence westerly along the Canada-United States boundary to 49°00'08.80"N, 122°11'12.69"W Canada-United States boundary point of beginning.

Add VANCOUVER, BC, CANADA Class E Transponder Airspace. The airspace above 1200' AGL within the area bounded by a line beginning at 48°59'08.26"N, 123°52'21.39"W thence clockwise along the arc of a circle of 30 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°28'08.65"N, 123°49'14.20"W to 49°18'51.32"N, 123°27'28.66"W thence counter-clockwise along the arc of a circle of 13 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°11'40.43"N, 123°30'44.17"W to 48°50'20.23"N, 123°30'36.04"W thence clockwise along the arc of a circle of 25 miles radius centered on 49°11'42.00"N, 123°10'55.00"W to 49°01'15.10"N, 123°45'27.84"W to 48°59'08.26"N, 123°52'21.39"W point of beginning.

Add VICTORIA, BC, CANADA Class E Transponder Airspace. The airspace above 1200' AGL within the area bounded by a line beginning at 48°43'41.69"N, 123°08'48.26"W to 48°53'54.46"N, 123°07'53.50"W Canada-United States boundary to 48°49'52.40"N, 123°00'30.60"W Canada-United States boundary to 48°46'01.60"N, 123°00'30.60"W Canada-United States boundary to 48°43'41.69"N, 123°08'48.26"W point of beginning.

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Add VICTORIA HARBOUR, BC, CANADA Class E Transponder Airspace. The airspace above 700' AGL within the area bounded by a line beginning at 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary to 48°20'53.13"N, 123°26'34.07"W thence clockwise along the arc of a circle of 5 miles radius centered on 48°25'22.00"N, 123°23'15.00"W to 48°22'19.13"N, 123°29'11.73"W to 48°26'24.52"N, 123°33'56.16"W to 48°27'33.05"N, 123°31'42.78"W to 48°32'14.86"N, 123°29'08.95"W thence counter-clockwise along the arc of a circle of 7 miles radius centered on 48°38'49.30"N, 123°25'32.80"W to 48°38'28.32"N, 123°15'00.24"W thence south along the Canada-United States boundary to 48°17'02.50"N, 123°14'54.40"W Canada-United States boundary point of beginning.

27 Aug 2009 PORTLAND INSET: Add VANCOUVER, WA Class D: That airspace extending upward from the surface to but not including 1,100 feet MSL in an area bounded by a line beginning at the point where the 019° bearing from Pearson Field intersects the 5-mile arc from Portland International Airport extending southeast to a point 1 1/2 miles east of Pearson Field on the extended centerline of Runway 8/26, and thence south to the north shore of the Columbia River, thence west via the north shore of the Columbia River to the 5-mile arc from Portland International Airport and thence clockwise via the 5-mile arc to point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE

2 Jul 2009 Revise CYA145(H) VICTORIA/SALTSPRING ISLAND, BC, CANADA. Designated Altitude will read: Surface to 4000'.

27 Aug 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES

2 Jul 2009 – 22 Aug 2009 No Major Changes.

MISCELLANEOUS

2 Jul 2009 – 22 Aug 2009 No Major Changes.

SEATTLE TERMINAL AREA CHART

72nd Edition, 4 Jun 2009

OBSTRUCTIONS

2 Jul 2009 No Major Changes.

27 Aug 2009 Add obst 2337' MSL (255' AGL) UC, 48°00'59"N, 122°55'39"W.

22 Oct 2009 No Major Changes.

AIRPORTS

2 Jul 2009 Add RP 15R to HARVEY arpt, 47°54'18"N, 122°06'10"W.

27 Aug 2009 Add CTAF 122.8 at APEX arpt, 47°39'24"N, 122°43'59"W.

Add RP 35 to APEX arpt, 47°39'24"N, 122°43'59"W.

22 Oct 2009 Change RP 33 to RP 34 at RENTON MUNI arpt, 47°29'35"N, 122°12'57"W.

NAVAIDS

2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE

2 Jul 2009 – 22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE

2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES

2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS

2 Jul 2009 – 22 Oct 2009 No Major Changes.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

| FACILITY NAME | CHART & PANEL |
|--|-----------------|
| Frankfort, IL (LL40) | L-28H |
| Chicago App/Dep Con 133.1 285.6 | |
| Glasgow Industrial, MT (Ø7MT) | H-1E, 2F, L-13D |
| Salt Lake Center App/Dep Con 126.85 305.2 | |
| USAF Academy Bullseye Aux Airstrip, CO (C09Ø) | L-10F |
| ASOS 118.325 | |
| West Kentucky Airpark, KY (5KY3) | L-16I |
| Memphis Center App/Dep Con 133.65 292.15 | |
| William P Gwinn, FL (Ø6FA) | H-8I, L-23C |
| Gwinn Tower 120.4 314.6 (Mon-Fri 1300-2100Z†) | |
| Gnd Con 121.65 279.25 | |

CANADA

| FACILITY NAME | CHART & PANEL |
|--|-------------------|
| Abbotsford, BC (CYXX) | H-1B, L-12F |
| ATIS 119.8 (1500-Ø700Z†) | |
| Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 | |
| Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-Ø700Z†) Gnd Con 121.8 | |
| MF 119.4 295.0 (Ø700-1500Z†) (Shape irregular to 4500') | |
| Amos/Magny, QC (CYEY) | H-11B |
| Montreal Center App/Dep Con 125.9 | |
| Atikokan Muni, ON (CYIB) | L-14I |
| MF 122.3 (5 NM to 4500' No ground station) | |
| Barrie-Orillia (Lake Simcoe Rgnl), ON (CNB9) | H-11B, L-31D |
| AWOS 122.55 (Pvt) | |
| Toronto Center App/Dep Con 124.025 | |
| Bar River, ON (CPF2) | L-31C |
| Toronto Center App/Dep Con 132.65 | |
| Bathurst, NB (CZBF) | L-32J |
| Moncton Center App/Dep Con 134.25 | |
| Boundary Bay, BC (CZBB) | H-1B, L-1E |
| ATIS 125.5 (1500-Ø700Z†) | |
| Vancouver App/Dep Con 132.3 363.8 | |
| Tower 118.1 (Inner) 127.6 (Outer) (1500-Ø700Z†) Gnd Con 124.3 | |
| MF 118.1 (Ø700-1500Z† to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.) | |
| Brampton, ON (CNC3) | L-31D |
| Toronto Trml App/Dep Con 119.3 253.1 | |
| Brandon Muni, MB (CYBR) | H-2H |
| Winnipeg Center App/Dep Con 132.25 285.4 | |
| MF 122.1 (5 NM to 4000') | |
| Brantford, ON (CYFD) | L-31D |
| Toronto Trml App/Dep Con 128.27 | |
| Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3) | L-32G |
| Montreal Center App/Dep Con 134.675 | |
| Bromont, QC (CZBM) | L-32G |
| Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400') | |
| Burlington Airpark, ON (CZBA) | L-31D |
| Toronto Center App/Dep Con 119.3 253.1 | |
| Castlegar, BC (CYCG) | H-1C |
| Vancouver Center App/Dep Con 134.2 227.3 | |
| MF 122.1 (5 NM to 6500') | |
| Centralia/James T. Fld Muni, ON (CYCE) | H-10G, 11B, L-31D |
| Toronto Center App/Dep Con 135.30 | |
| Charlottetown, PE (CYYG) | H-11E, L-32J |
| Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200') | |
| Chatham-Kent, ON (CNZ3) | H-10G, L-30G |
| Cleveland Center App/Dep Con 132.25 | |

| FACILITY NAME | CHART & PANEL |
|---|-------------------|
| Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02 | H-11B, L-31D |
| Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1 | L-32G |
| Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100') | H-1C |
| Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2 | H-11E, L-32J |
| Digby, NS (CYID) Moncton Center App/Dep Con 123.9 | L-32J |
| Downsview, ON (CYZD) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 MF 126.2 (3 NM to 1900') | H-11B, L-31E |
| Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35 | L-32H |
| Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800') AWOS 128.6 | H-11B |
| Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4 | L-31C |
| Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9 | L-14H |
| Fredericton Intl, NB (CYFC) ATIS 127.55 Moncton Center App/Dep Con 124.3 135.5 270.8 Clncl Del 121.7 (Ltd hrs) MF 119.0 (5 NM to 3500') | H-11E, L-32I |
| Goderich, ON (CYGD) Toronto Center App/Dep 135.3 266.3 | H-11B, L-31D |
| Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100-0000Z) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clncl Del 128.05 283.9 | H-11E, L-32J |
| Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475 | L-31E |
| Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1 | H-11E, L-32J |
| Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clncl Del 123.95 Apron Advisory 122.125 | H-11E, L-32J |
| Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6 | H-10H, 11B, L-11B |
| Kingston, ON (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z) MF 122.5 (1115-0400Z) 5 NM to 3300') | H-11C, L-31E, 32F |
| Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200-0400Z) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z) Gnd Con 121.8 MF 126.0 (0400-1200Z) 5 NM to 4000') | H-11B, L-31D |
| Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3 | L-32G |
| La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5 | H-11C |
| Langley, BC (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900') | L-1E |

| FACILITY NAME | CHART & PANEL |
|--|---------------------------|
| Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45 | L-30F |
| Lethbridge, AB (CYQL) ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000') | H-1D |
| Lindsay, ON (CNF4) Toronto Center App/Dep Con 134.25 | L-31E, L-32F |
| Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9 | L-32J |
| London, ON (CYXU) ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000') | H-10G, 11B, L-30G, 31D |
| Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9 | L-31C |
| Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57 | L-32G |
| Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.) | L-32G |
| Medicine Hat, AB (CYXH) AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400') | H-1D |
| Midland/Huronina, ON (CYEE) Toronto Center App/Dep 124.025 | L-31D |
| Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7 | H-11E, L-32J |
| Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075 | H-11E, L-32J |
| Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57 | L-32G |
| Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15 | H-11C, 12K, L-32G |
| Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 268.3 (W-NW-NE) VFR Advisory 134.15 | H-11C, 12K, L-32G |
| Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15 | H-11C, L-32G |
| Muskoka, ON (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900') | H-11B, L-31D |
| Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330-0530Z‡ (5 NM to 2500') | H-1B, L-1E |
| North Bay, ON (CYYB) ATIS 124.9 (1130-0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000') | H-11B, L31D |
| Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 Toronto Trml Dep Con 133.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000') | L-31E |

| FACILITY NAME | CHART & PANEL |
|---|-------------------|
| Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 128.175 252.5 | L-31E, 32F |
| Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 252.5 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7 | H-11C, L-32G |
| Ottawa/MacDonald-Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 120.1 341.3 Gnd Con 121.9 Clnc Del 119.4 Ottawa Dep Con 128.175 | L-11C |
| Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6 | L-31D |
| Pelee Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0 | L-30F |
| Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z†, OT PPR) | H-11C, L-31E, 32F |
| Penticton, BC (CYFF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100') | H-1B |
| Peterborough, ON (CYPQ) AWOS 126.925 Toronto Center App/Dep 134.25 | H-11B, L-31E, 32F |
| Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2 | H-1D |
| Pitt Meadows, BC (CYPK) ATIS 125.0 (1500-0700Z‡) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z‡) (3NM to 2500') | L-1E |
| Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 AWOS 122.025 (Pvt) Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 (185.65 Quebec Twr VFR acft at or below 3000') Tower 118.65 236.6 Gnd Con 121.9 250.0 | H-11D, L-32H |
| Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6 | H-11D |
| Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000') | H-11B |
| Saint John, NB (CYSJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400') | H-11E, L-32J |
| Sarnia (Chris Hadfield), ON (CYZR) Toronto Center 134.375 | H-10G, 11B, L-30F |
| Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300-0100Z‡) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z‡) Gnd Con 121.7 MF 118.8 (0100-1300Z‡ 5 NM irregular shape to 3000') | H-2K, L-31B |
| Sherbrooke, QC (CYAM) AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800') | H-11D, L-32H |
| South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275 | L-31E, 32F |
| Southport, MB (CYPG) ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays) Gnd Con 121.7 275.8 | H-2H |

| FACILITY NAME | CHART & PANEL |
|--|-------------------|
| Springwater Barrie Airport, ON (CNA3) Toronto Center App/Dep Con 124.025 | L-31D |
| St. Catharines/Niagara District, ON (CYSN) ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300') | H-10H, 11B, L-31E |
| St. Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9 | L-32H |
| St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL) | H-32H, L-11D |
| St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7 | L-32G |
| Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000') | H-31B, 10G, L-31D |
| Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8 | H-11E, L-32J |
| Thunder Bay, ON (CYQT) ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400-1100Z‡) Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000') | H-2J, L-14J |
| Timmins, ON (CYTS) ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000') | H-11B |
| Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200-0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500') | L-31E |
| Toronto/City Centre, ON (CYTZ) ATIS 133.6 (1130-0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 226.5 (1130-0400Z‡) Gnd Con 121.7 | L-31E |
| Toronto/Lester B Pearson Intl, ON (YYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Clnc Del 121.3 (1200-0400Z‡) VFR Advisory 119.3 133.4 | H-11B, L-31D |
| Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4 | H-11C, L-31E, 32F |
| Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0 | H-11C, L-31E, 32F |
| Trois-Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200') | H-11C, L-32H |
| Val-d'Or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000') | H-11B |
| Vancouver Intl, BC (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4 | H-1B, L-1E |

| FACILITY NAME | CHART & PANEL |
|---|---------------|
| Victoria Intl, BC (CYYJ) ATIS 118.8 (1400-0800Z) App Con 125.95 308.4 Dep Con 133.85 308.4 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z) OT ctc Kamloops 119.7 Cinc Del 126.4 (1400-0800Z) | H-1B, L-1E |
| Victoriaville, QC (CSR3) Montreal Center App Con 132.35 | L-32H |
| Waterville/Kings Co Muni, NS (CCW3) Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3 | L-32J |
| Warton, ON (CYVY) Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700') | H-11B, L-31D |
| Windsor, ON (CYQG) ATIS 134.5 (1130-0330Z) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z) Gnd Con 121.7 MF 124.7 (0330-1130Z) 6 NM irregular shape to below 3000' VFR Advisory Detroit App Con 134.3 | H-10G, L-8J |
| Yarmouth, NS (CYQI) Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100') | H-11E, L-32I |

MEXICO

| FACILITY NAME | CHART & PANEL |
|--|----------------|
| Abraham Gonzalez Intl (MMCS) Juarez App Con 119.9 Juarez Tower 118.9 | H-4K, L-6F |
| Del Norte Intl (MMAN) ATIS 127.55 (1300-0300Z) Monterrey App 119.75 120.4 Tower 118.6 | H-7B, L-20G |
| Durango Intl (MMDO) ATIS 132.1 Tower 118.1 Durango Info 122.3 | H-7A |
| General Abelardo L Rodriguez Intl (MMTJ) ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Cinc Del 122.35 Tijuana Info 132.1 | H-4H, L-4H |
| General Lucio Blanco Intl (MMRX) Reynosa App Con 118.8 Reynosa Tower 118.8 | H-7B, L-20H |
| General Mariano Escobedo Intl (MMMY) ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9 | H-7B, L-20G |
| General R Fierro Villalobos Intl (MMCX) ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4 | L-6I |
| General Rodolfo Sanchez Taboada Intl (MMML) ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3 | H-4H, L-4J, 5A |
| General Servando Canales (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0 | H-7C, L-21A |
| Plan De Guadalupe Intl (MMIO) Saltillo App Con 127.4 Saltillo Tower 118.4 | H-7B |
| Quetzalcoatl Intl (MMNL) Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3 | H-7B, L-20G |
| Torreón Intl (MMTC) App Con 119.6 Tower 118.5 | H-7A |




In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.






NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS


Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name.

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ★. To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

| <u>KEY MIKE</u> | <u>FUNCTION</u> |
|--------------------------|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

CHART CURRENCY INFORMATION

FAA procedure amendment number  Amdt 11A 99365
Orig 00365 → Date of latest change

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

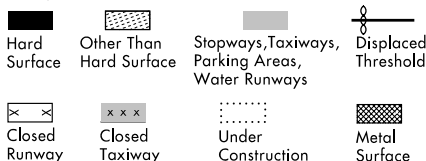
09071

LEGEND

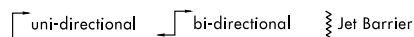
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM

Runways

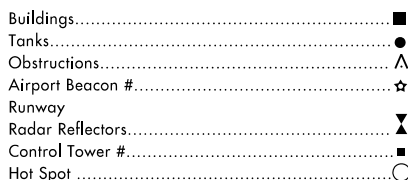


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.




ARRESTING SYSTEM 

REFERENCE FEATURES













When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.


A  symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 S75, T185, ST175, TT325 PCN 80 F/D/X/U


Helicopter Alighting Areas     
 Negative Symbols used to identify Copter Procedures landing point.....     

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123

Runway Slope.....  0.3% DOWN
 (shown when runway slope is greater than or equal to 0.3%)

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

 U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

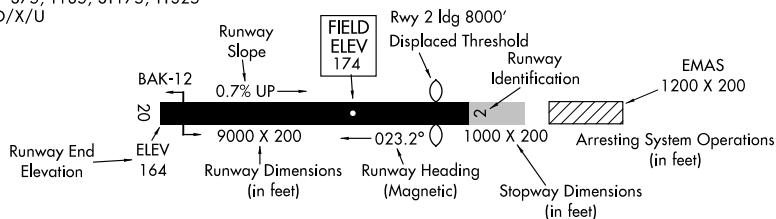
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

HOT SPOTS

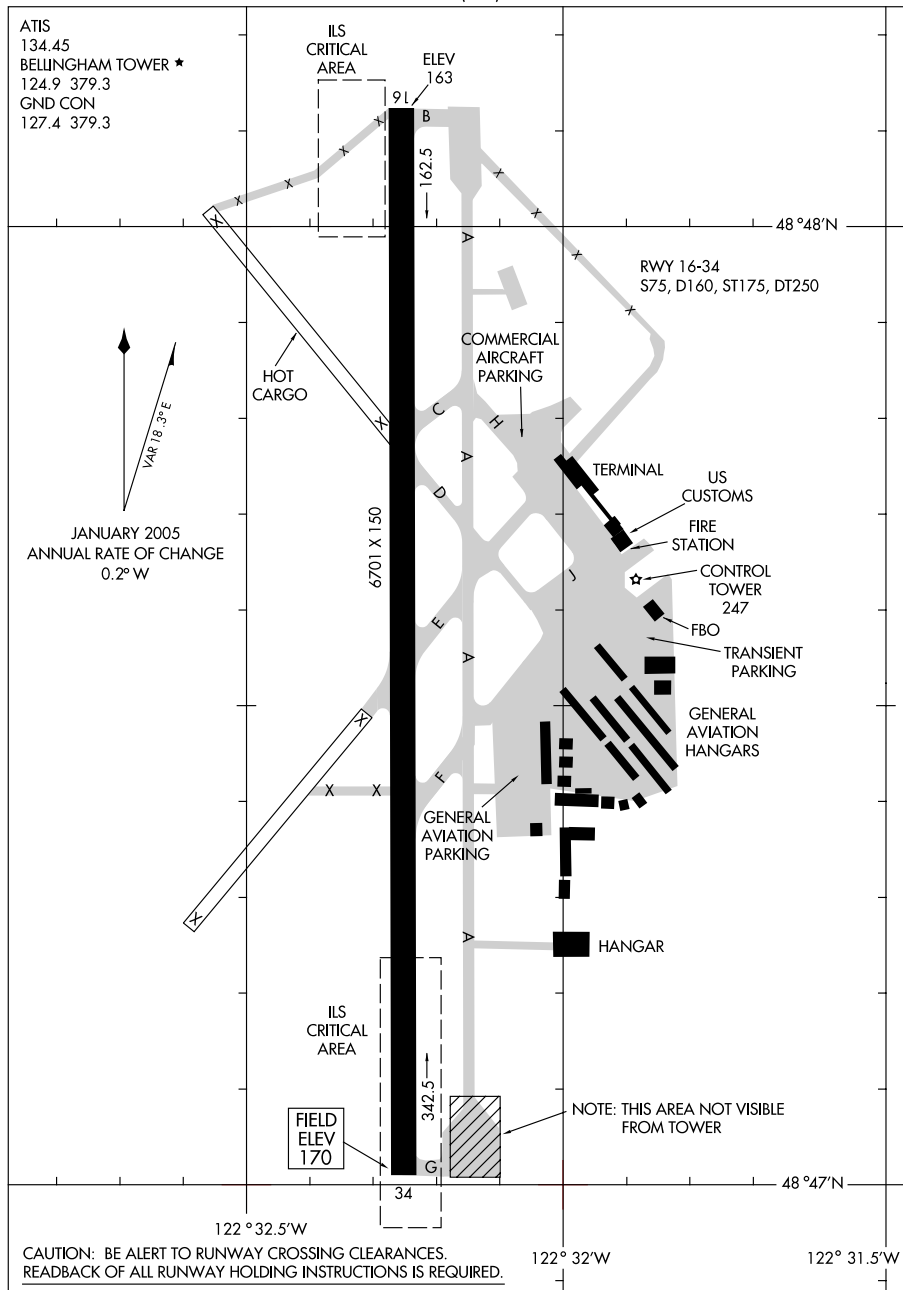
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary. A "hot spot" is a runway safety related problem area on a airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HOT¹", "HOT²", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|---|------------------|---|
| IDAHO | | |
| IDAHO FALLS IDAHO FALLS RGNL (IDA) | HOT ¹ | Pilots should use caution and look carefully for runway hold line when using Twy C. Rwy 17–35 does not have runway edge markings and can be mistaken for a twy. |
| | HOT ² | Aircraft departing Rwy 20 often miss left turn on A–1 and taxi past A–1 entrance. Do not mistake Rwy 20 such hold line on Twy A for entrance to Rwy 20. |
| | HOT ³ | Do not cross hold line for Rwy 17 without authorization. |
| LEWISTON LEWISTON-NEZ PERCE CO (LWS) | HOT ¹ | Twy C and Twy G intersection close proximity to Rwy 12–30. |
| | HOT ² | Twy G between Rwy 8–26 and Rwy 30 thld. Short distance between rwys. |
| MONTANA | | |
| MISSOULA MISSOULA INTL (MSO) | HOT ¹ | Intersection of Twy A and Twy F. Critical turn for eastbound ramp access. |
| OREGON | | |
| PORTLAND PORTLAND INTL (PDX) | HOT ¹ | Limited wing-tip clearance at taxiway convergence point. Pilots taxiing eastbound on taxiway B should hold at the taxiway holding position marking when directed by ATC. |
| WASHINGTON | | |
| EVERETT SNOHOMISH COUNTY (PAINE FIELD) PAE | HOT ¹ | Intersection of Twy D1, Twy A5, and Rwy 11–29, Rwy in close proximity to ramp areas. |
| | HOT ² | Rwy 29 thld in close proximity to ramp areas. |
| | HOT ³ | Twy A between Twy A8 and Twy A9 not visible from ATCT. |
| SEATTLE BOEING FIELD/KING COUNTY INTL (BFI) | HOT ¹ | Twy Z restricted access area. |
| | HOT ² | Rwy 13R–31L and Twy A9. Wrong rwy departure risk. |
| SEATTLE SEATTLE-TACOMA INTL (SEA) | HOT ¹ | Aircraft landing Rwy 34C and exiting Twy H who turn right on Twy J must clear the Rwy 34C hold bar completely, while using vigilance not to cross the hold bar for Rwy 34R (34C–34R hold bar separation distance 189 feet). |

09127

AIRPORT DIAGRAM

AL-45 (FAA)

BELLINGHAM INTL (BLI)
BELLINGHAM, WASHINGTON

AIRPORT DIAGRAM

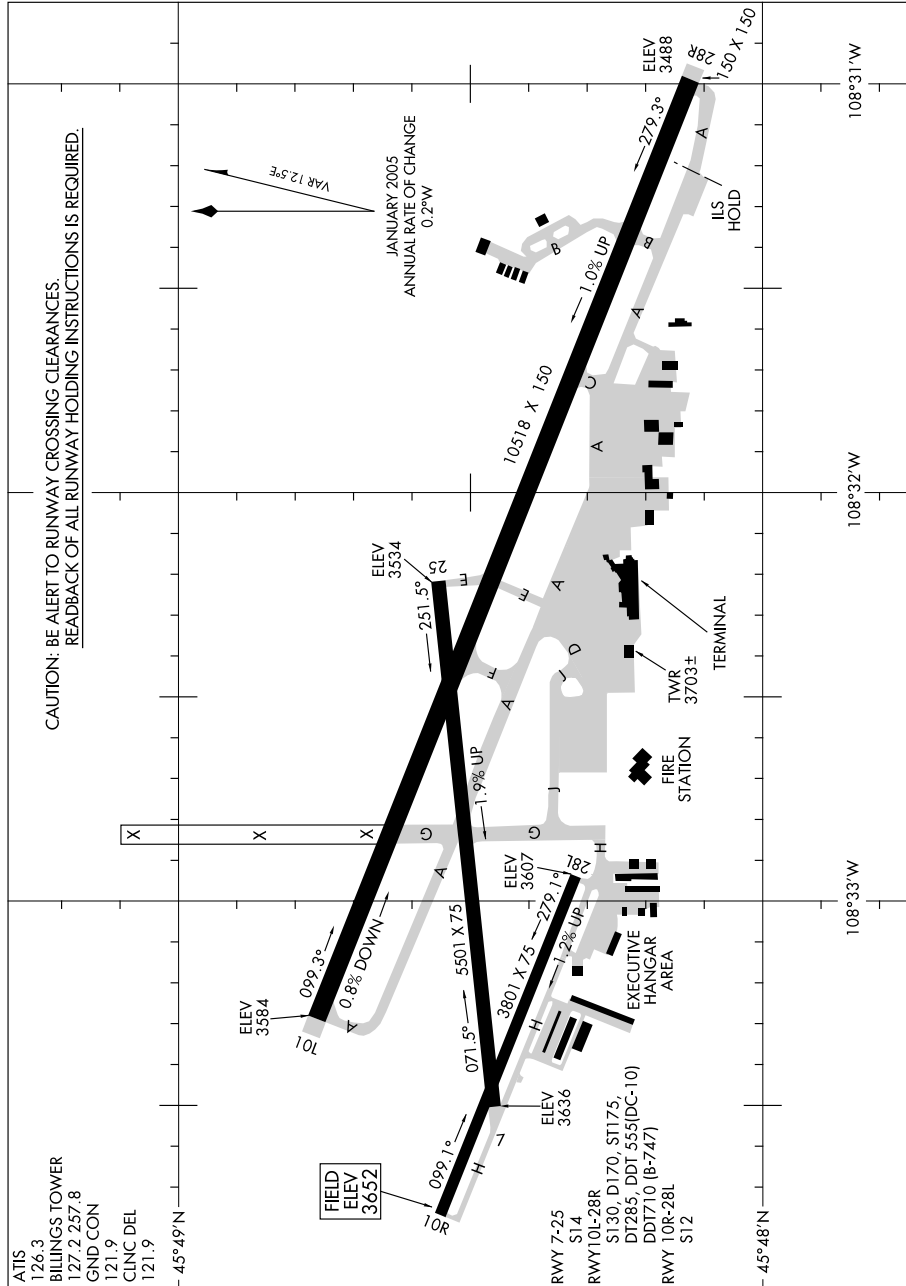
09127

BELLINGHAM, WASHINGTON
BELLINGHAM INTL (BLI)

09239

AIRPORT DIAGRAM

AL-48 (FAA)

BILLINGS LOGAN INTL (BIL)
BILLINGS, MONTANA

AIRPORT DIAGRAM

09239

BILLINGS, MONTANA
BILLINGS LOGAN INTL (BIL)

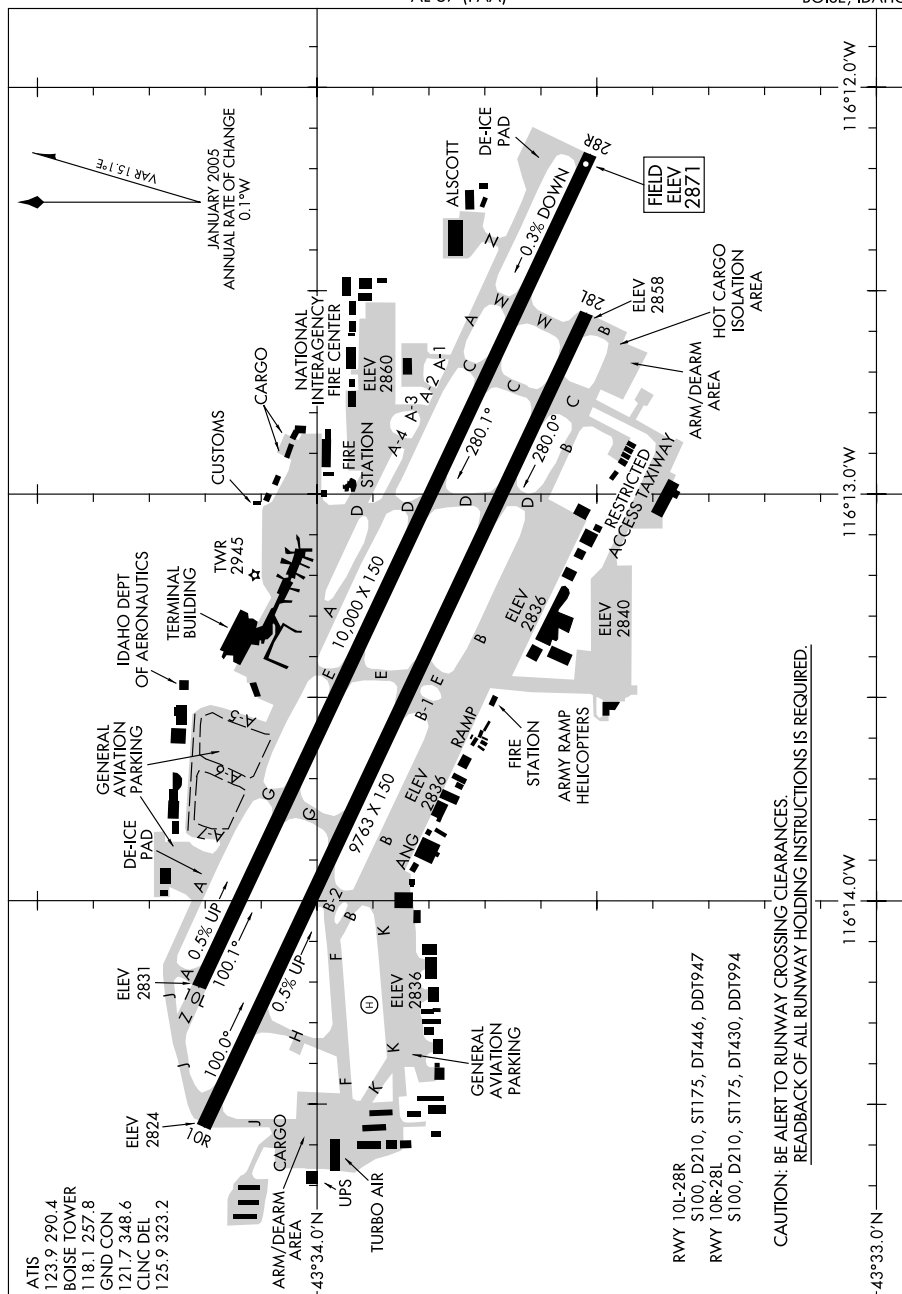
09239

AIRPORT DIAGRAM

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

AL-57 (FAA)

BOISE, IDAHO



AIRPORT DIAGRAM

BOISE, IDAHO

BOISE AIR TERMINAL (GOWEN FIELD) (BOI)

09239

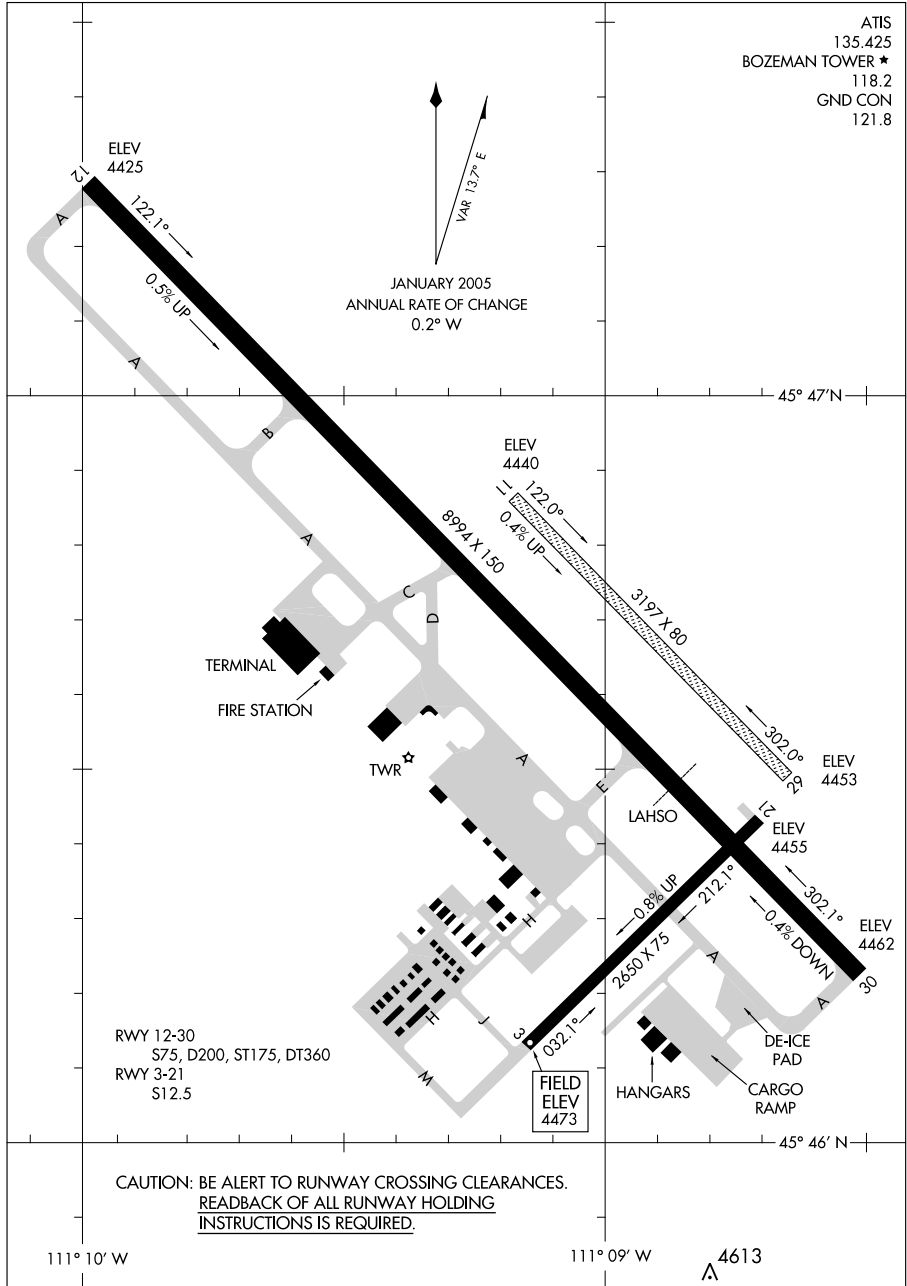
NW, 22 OCT 2009 to 17 DEC 2009

09239

AIRPORT DIAGRAM

AL-59 (FAA)

BOZEMAN/GALLATIN FIELD (BZN)
BOZEMAN, MONTANA



AIRPORT DIAGRAM

09239

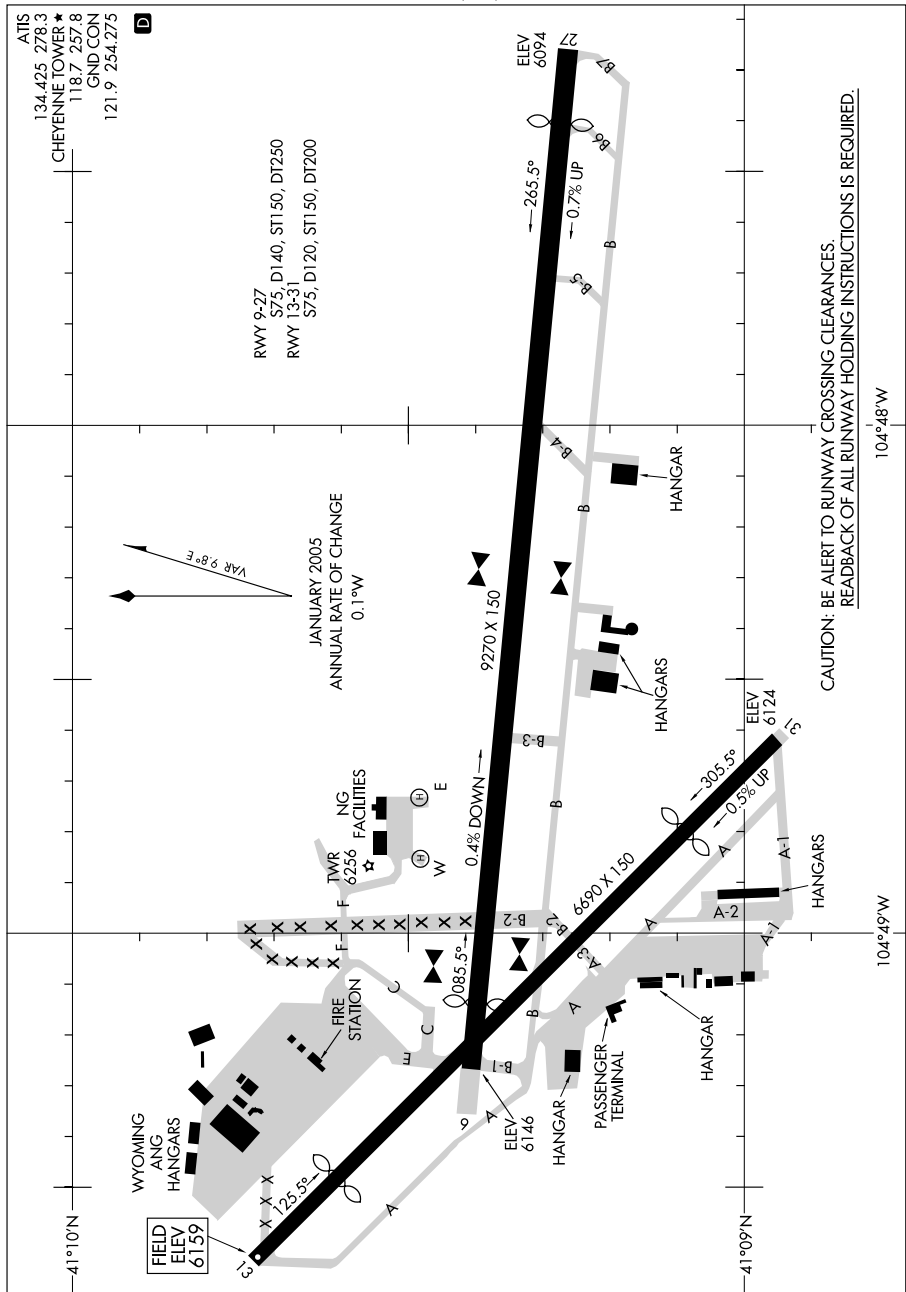
BOZEMAN, MONTANA
BOZEMAN/GALLATIN FIELD (BZN)

09015

AIRPORT DIAGRAM

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)
CHEYENNE, WYOMING

AL-80 (FAA)



AIRPORT DIAGRAM

CHEYENNE, WYOMING
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

09015

NW, 22 OCT 2009 to 17 DEC 2009

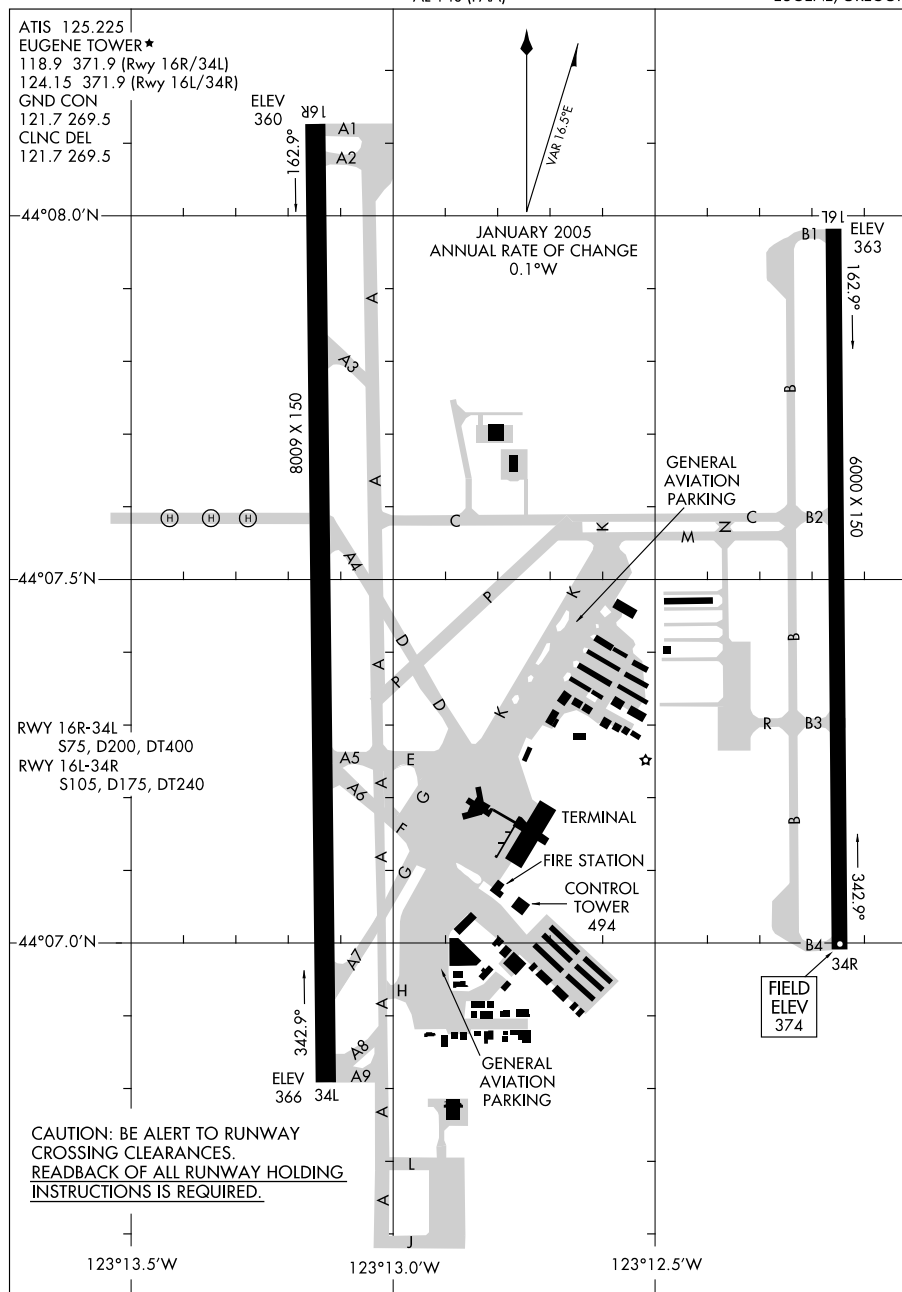
08213

AIRPORT DIAGRAM

AL-140 (FAA)

EUGENE/MAHLON SWEET FIELD (EUG)

EUGENE, OREGON



AIRPORT DIAGRAM

EUGENE, OREGON

EUGENE/MAHLON SWEET FIELD (EUG)

08213

NW, 22 OCT 2009 to 17 DEC 2009

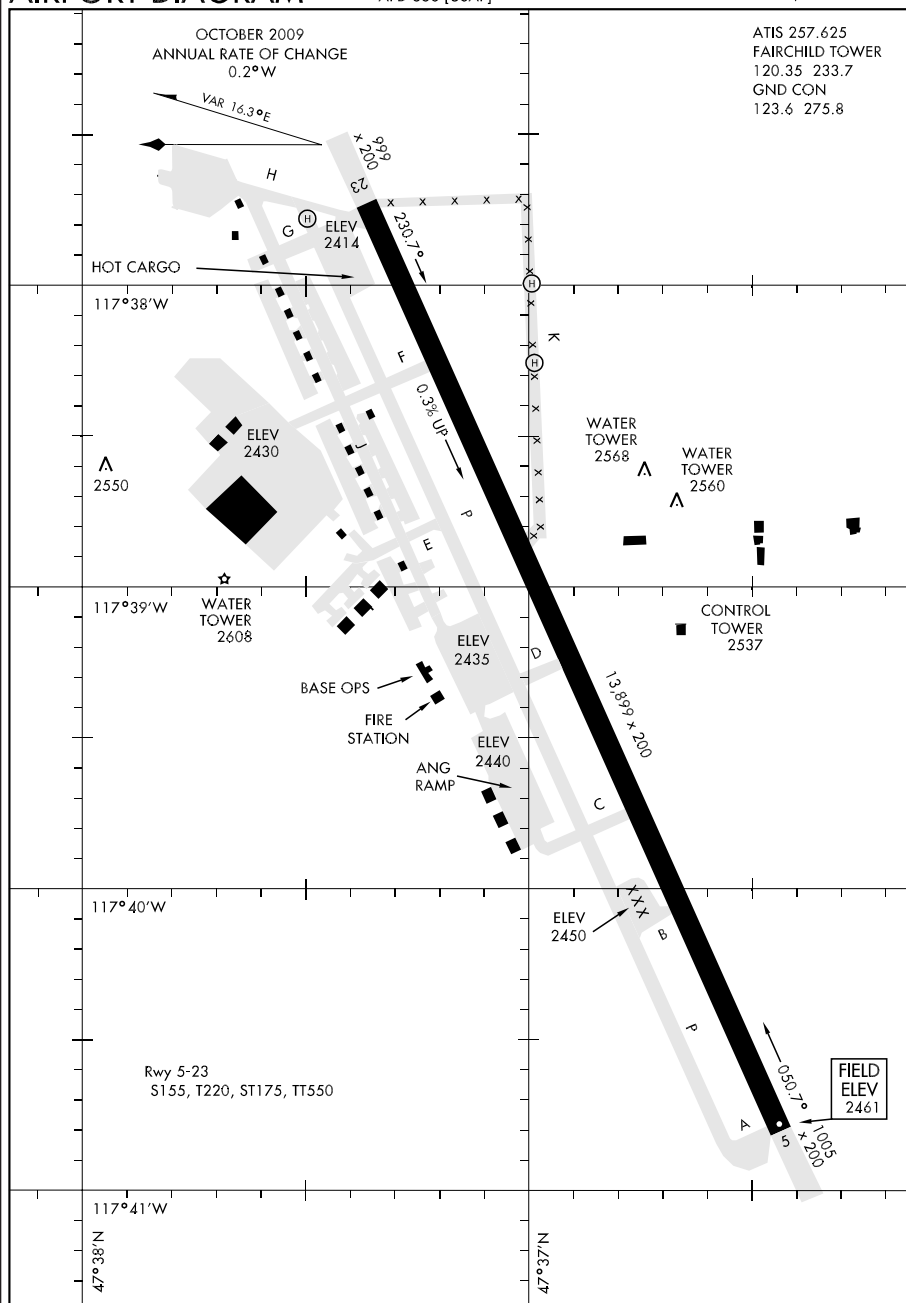
09295

AIRPORT DIAGRAM

AFD-553 [USAF]

FAIRCHILD AFB (KSKA)

SPOKANE, WASHINGTON



AIRPORT DIAGRAM

SPOKANE, WASHINGTON

FAIRCHILD AFB (KSKA)

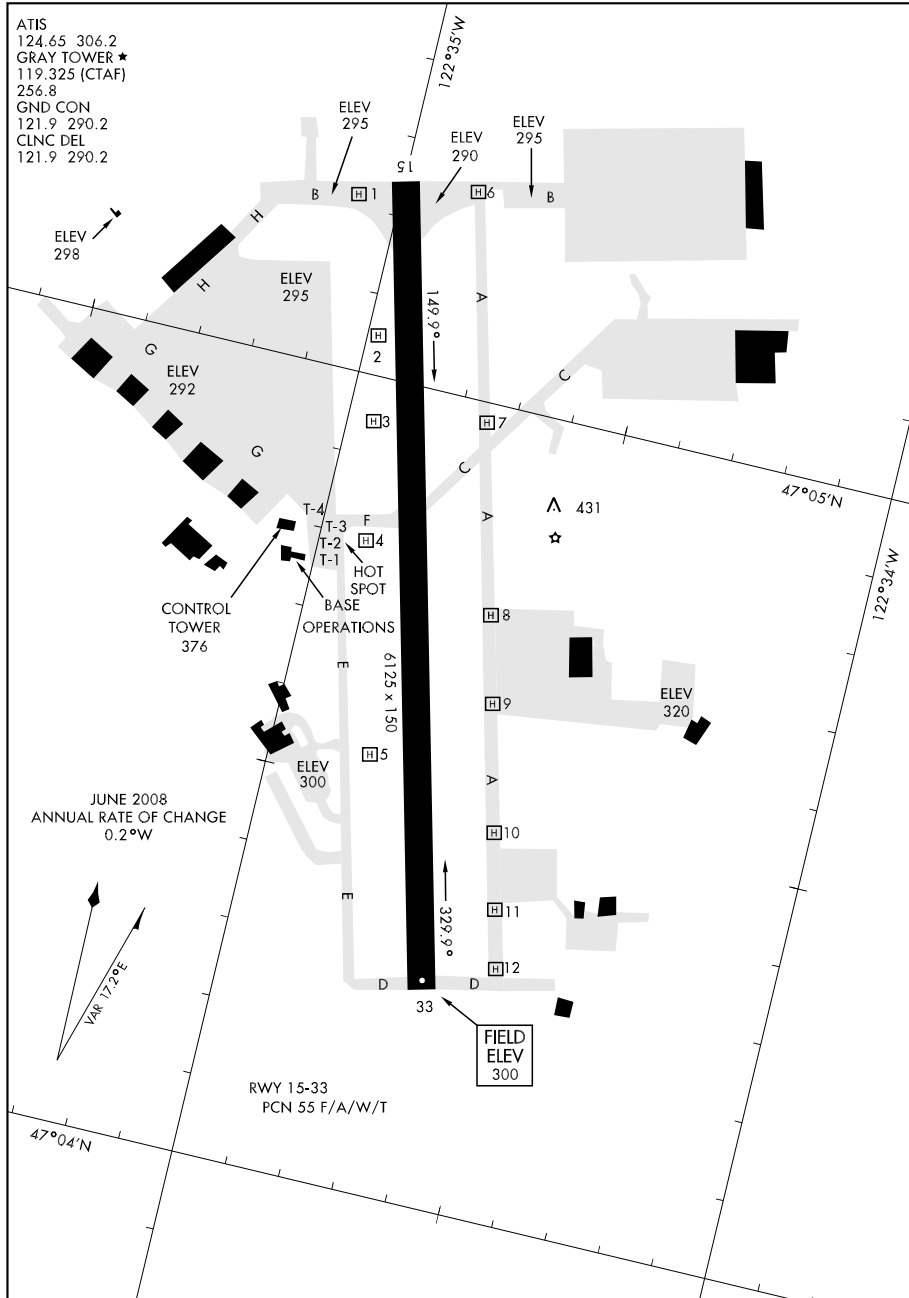
08157

GRAY AAF (KGRF)

AIRPORT DIAGRAM

AFD-413 [USA]

FORT LEWIS, WASHINGTON



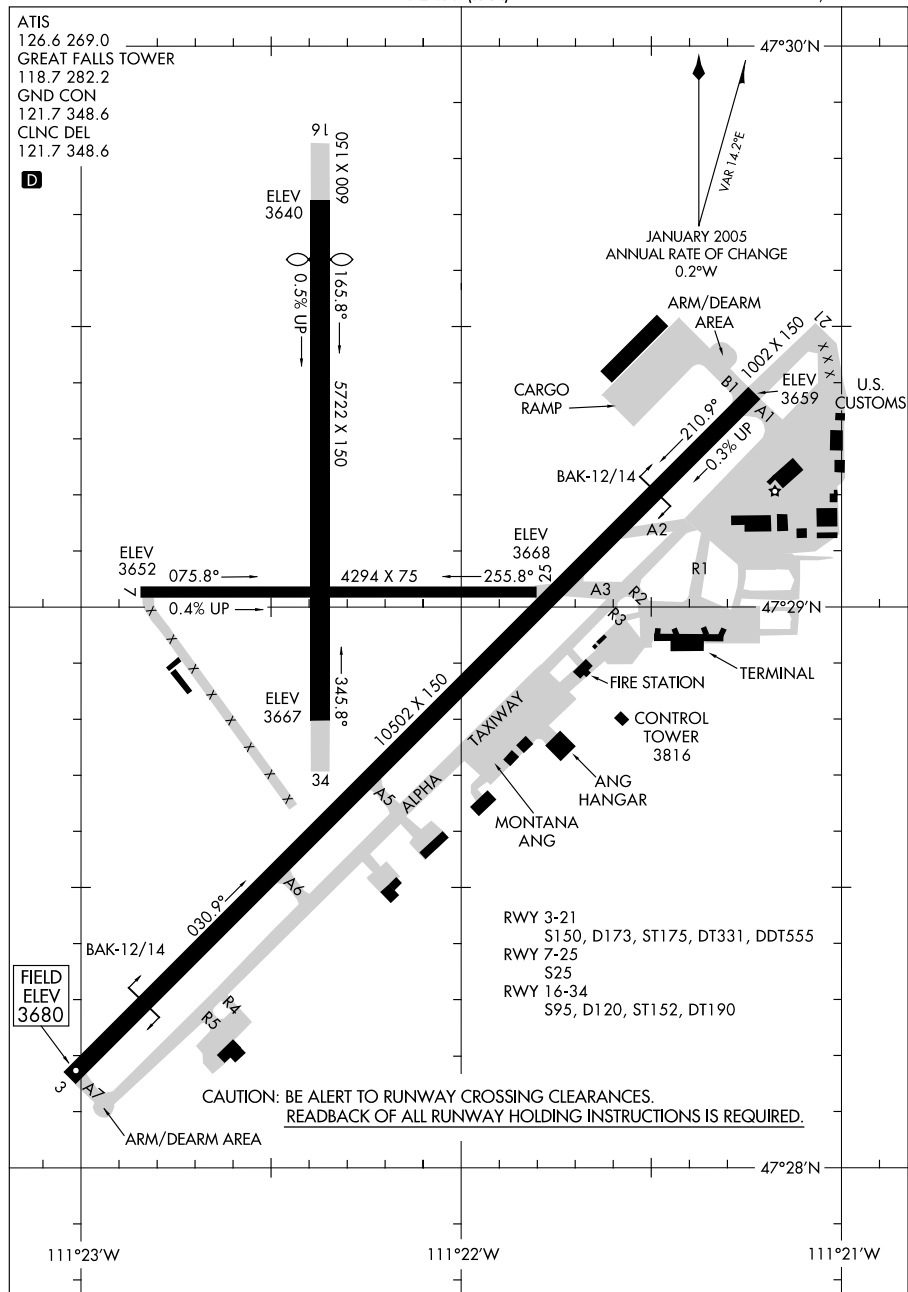
AIRPORT DIAGRAM

FORT LEWIS, WASHINGTON
GRAY AAF (KGRF)

09015

AIRPORT DIAGRAM

AL-177 (FAA)

GREAT FALLS INTL (GTF)
GREAT FALLS, MONTANA

AIRPORT DIAGRAM

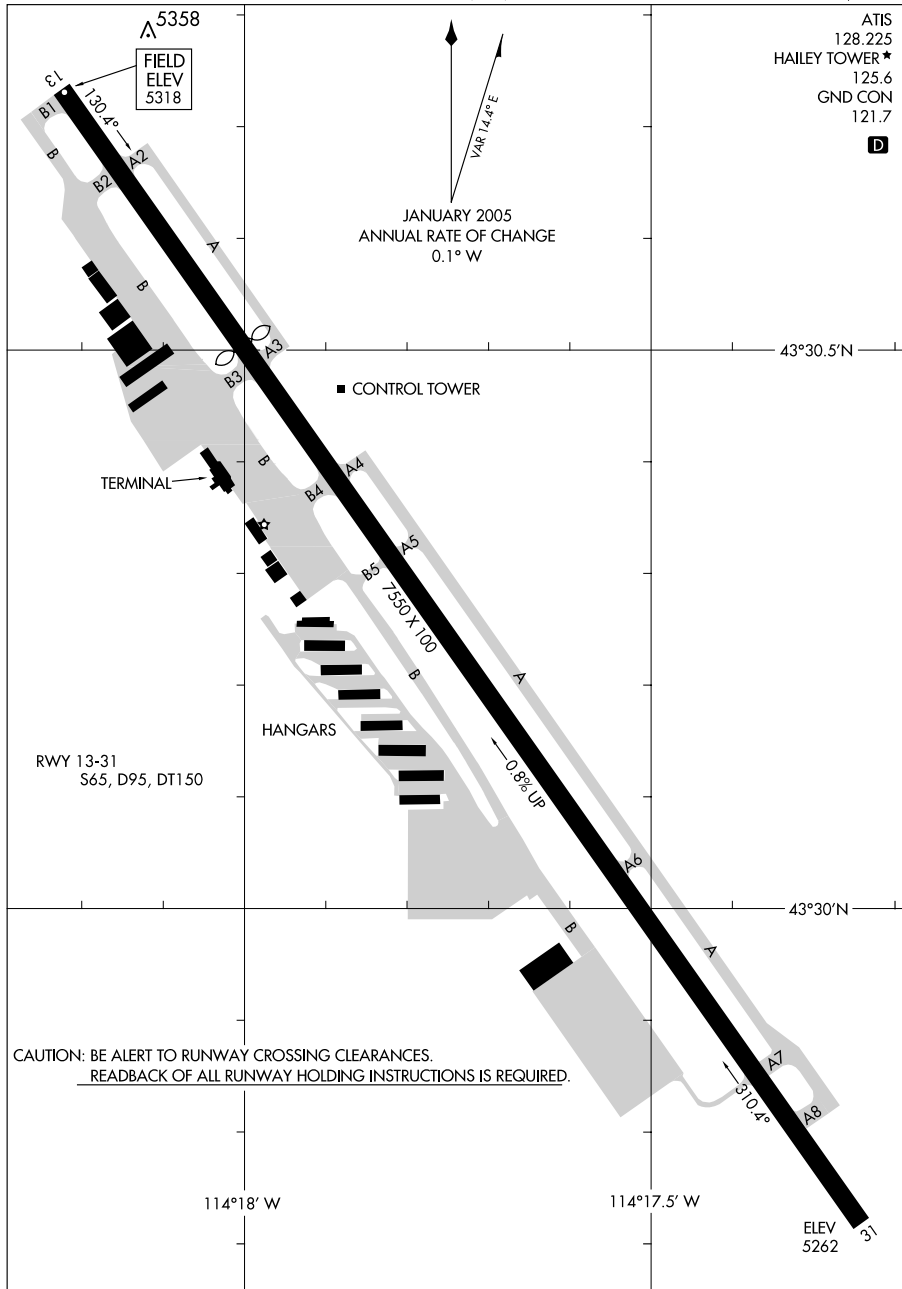
09015

GREAT FALLS, MONTANA
GREAT FALLS INTL (GTF)

09015

AIRPORT DIAGRAM

HAILEY/ FRIEDMAN MEMORIAL (SUN)
HAILEY, IDAHO



AIRPORT DIAGRAM

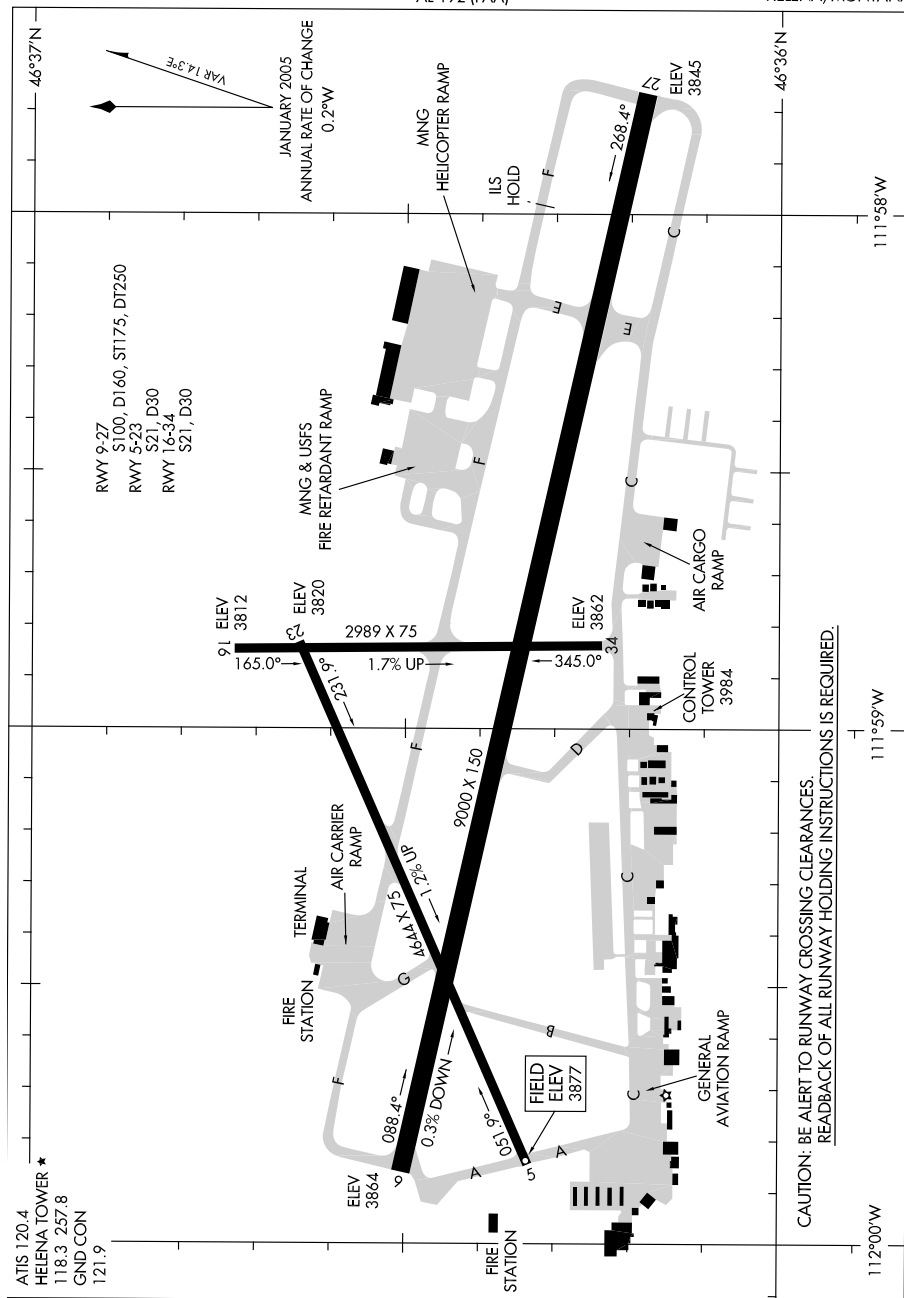
09015

HAILEY, IDAHO
HAILEY/ FRIEDMAN MEMORIAL (SUN)

08269

AIRPORT DIAGRAM

AL-192 (FAA)

HELENA RGNL (HLN)
HELENA, MONTANA

AIRPORT DIAGRAM

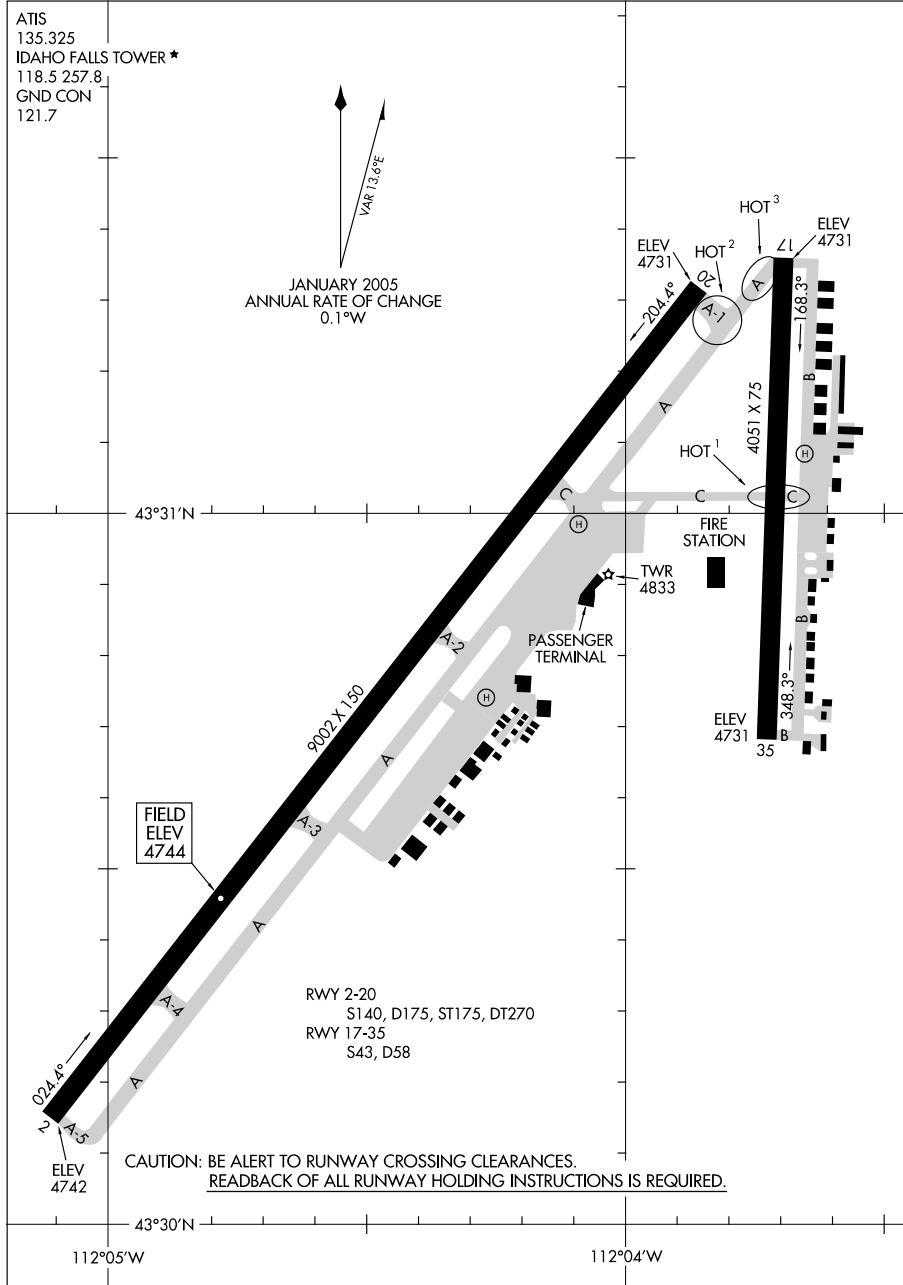
08269

HELENA, MONTANA
HELENA RGNL (HLN)

09183

AIRPORT DIAGRAM

AL-590 (FAA)

IDAHO FALLS RGNL (IDA)
IDAHO FALLS, IDAHO

AIRPORT DIAGRAM

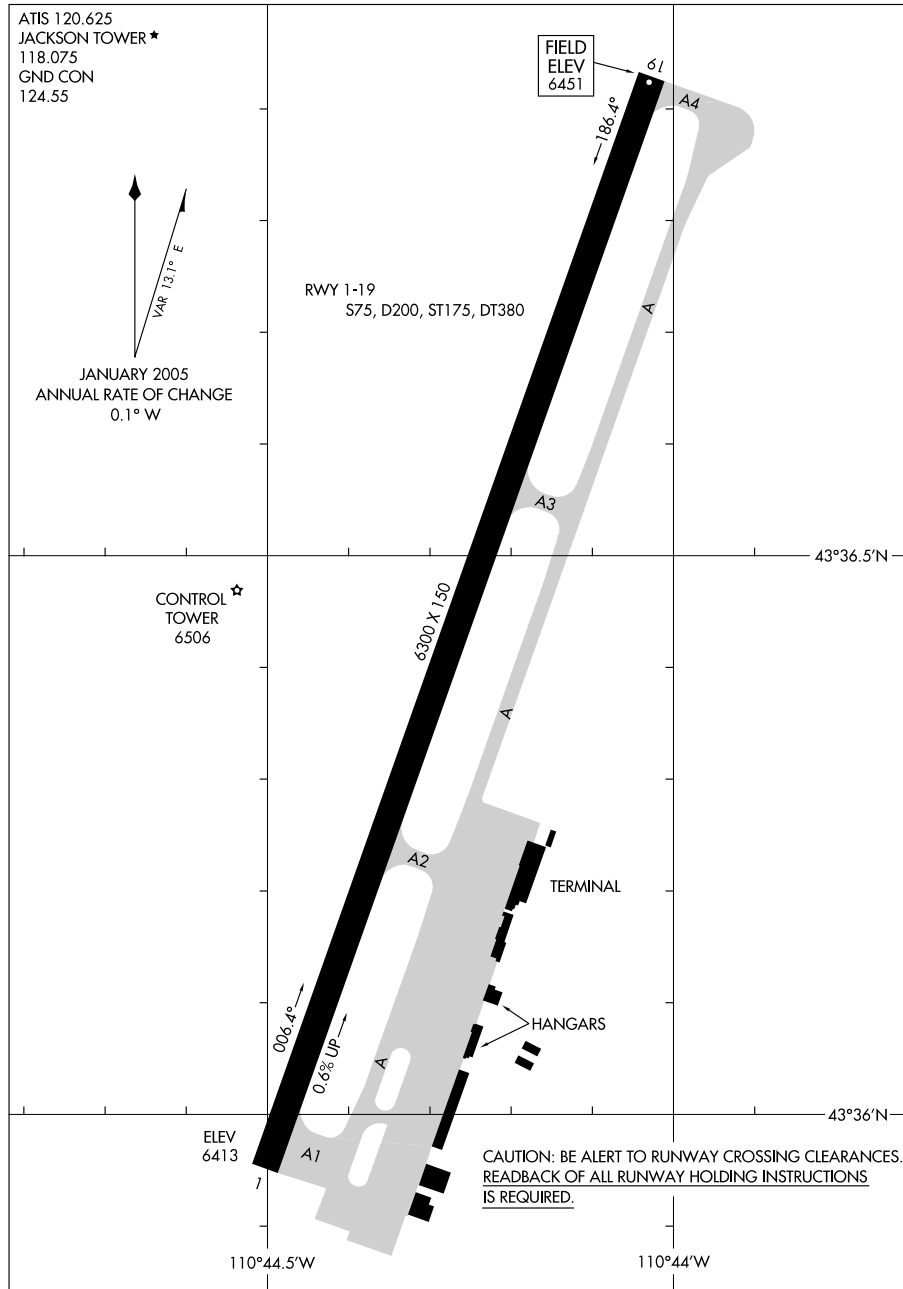
IDAHO FALLS, IDAHO
IDAHO FALLS RGNL (IDA)

09183

08157

AIRPORT DIAGRAM

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

AIRPORT DIAGRAM

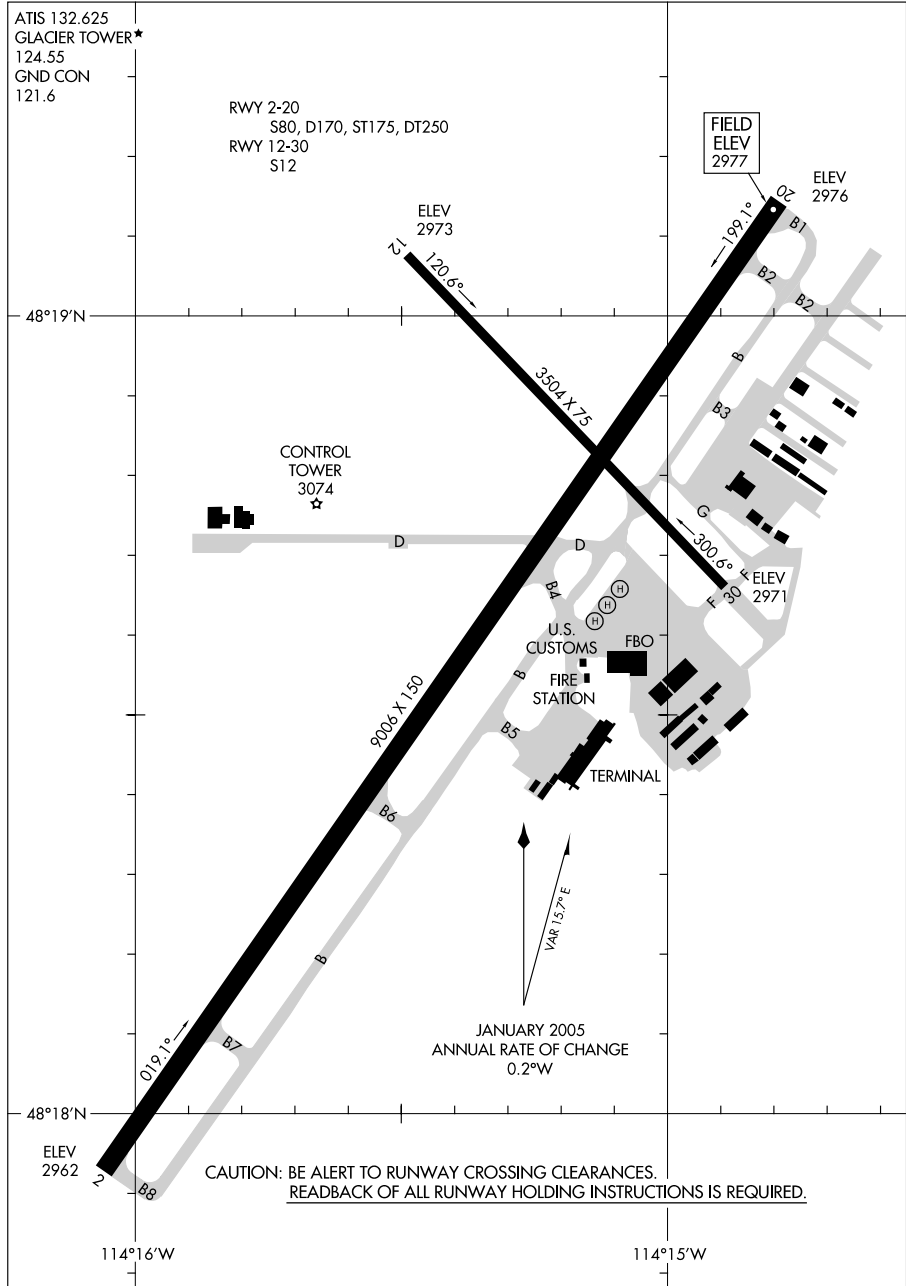
08157

JACKSON, WYOMING
JACKSON HOLE (JAC)

07354

AIRPORT DIAGRAM

AL-887 (FAA)

KALISPELL/ GLACIER PARK INTL (GPI)
KALISPELL, MONTANA

AIRPORT DIAGRAM

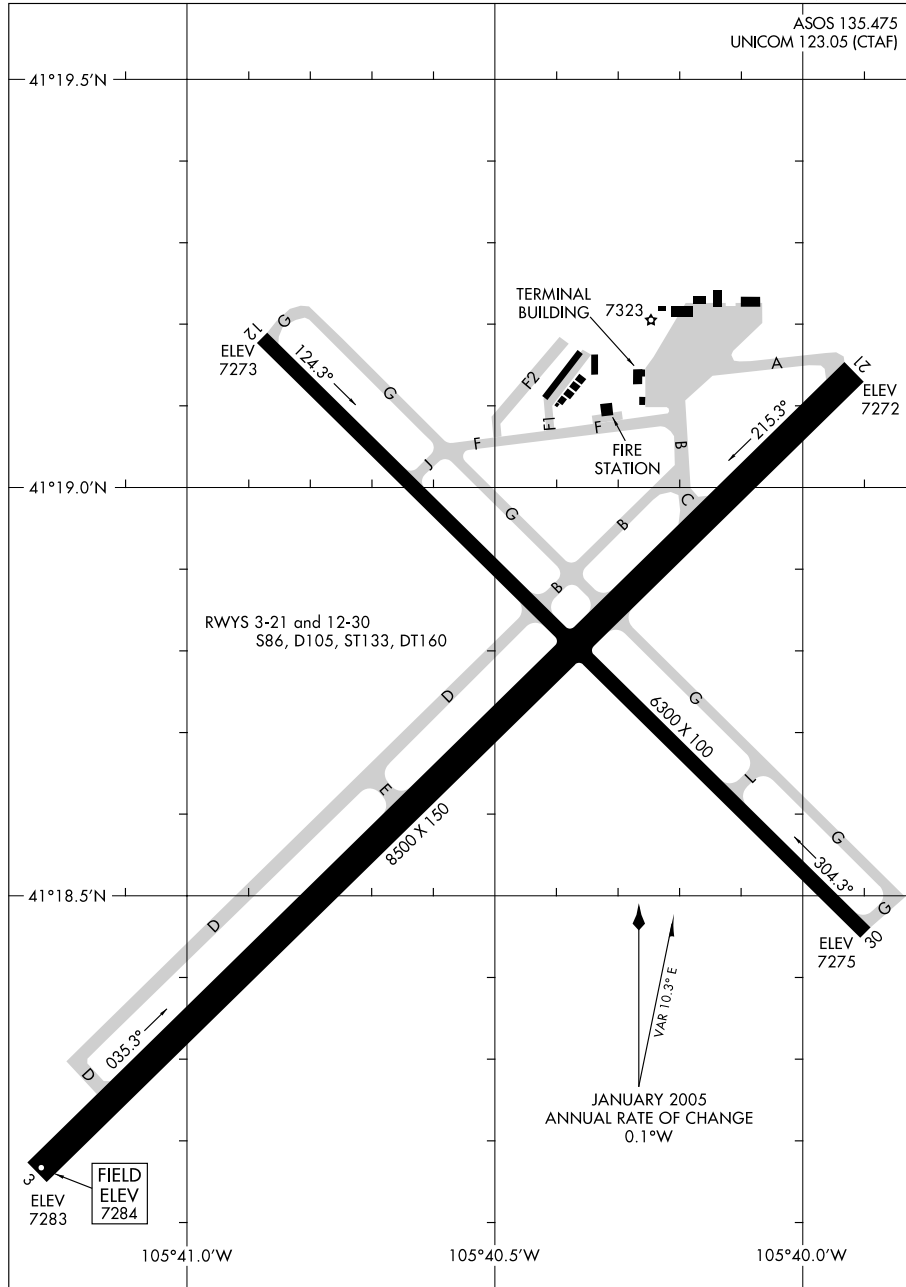
07354

KALISPELL, MONTANA
KALISPELL/ GLACIER PARK INTL (GPI)

07354

AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR)
LARAMIE, WYOMINGASOS 135.475
UNICOM 123.05 (CTAF)

AIRPORT DIAGRAM

07354

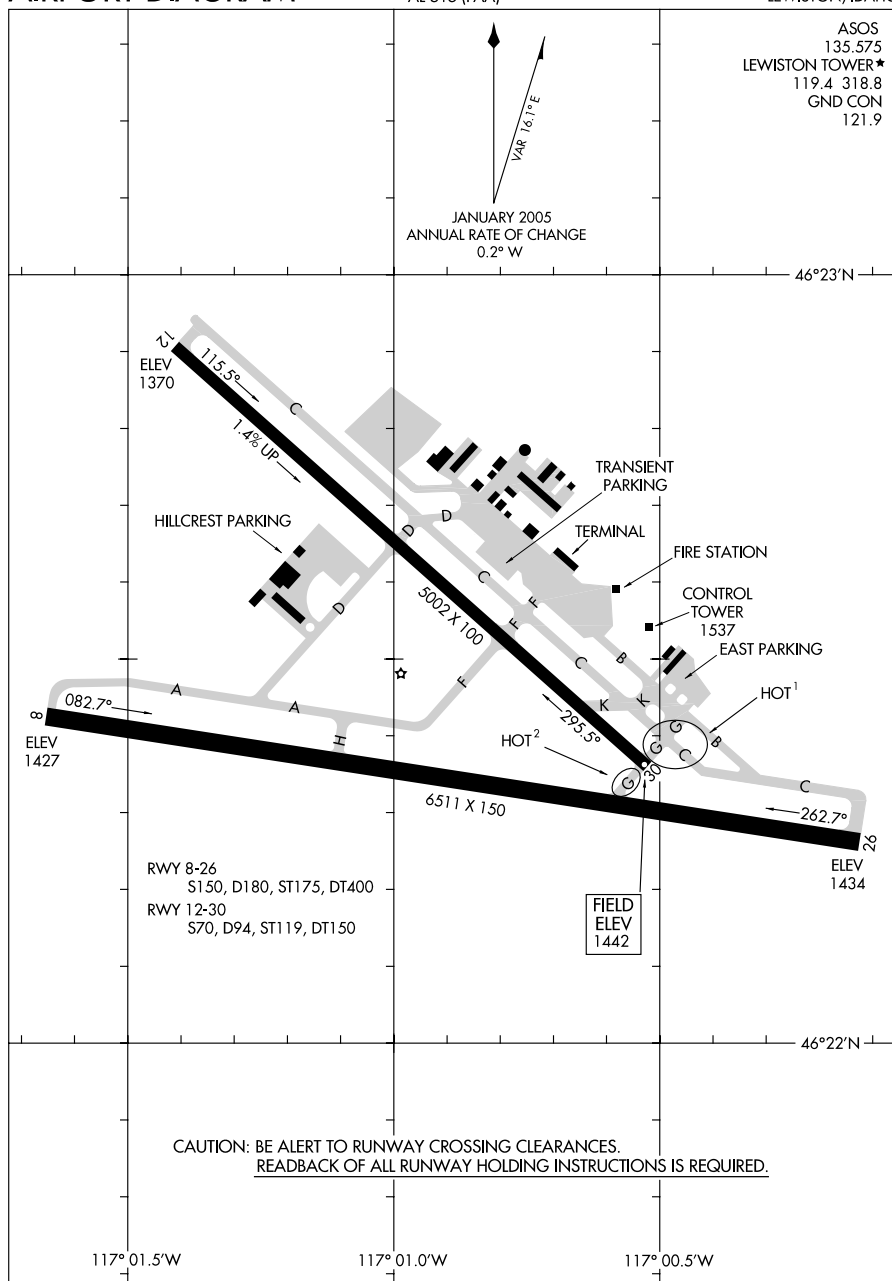
LARAMIE, WYOMING
LARAMIE RGNL (LAR)

09295

AIRPORT DIAGRAM

LEWISTON-NEZ PERCE COUNTY (LWS)

LEWISTON, IDAHO



AIRPORT DIAGRAM

09295

LEWISTON, IDAHO

LEWISTON-NEZ PERCE COUNTY (LWS)

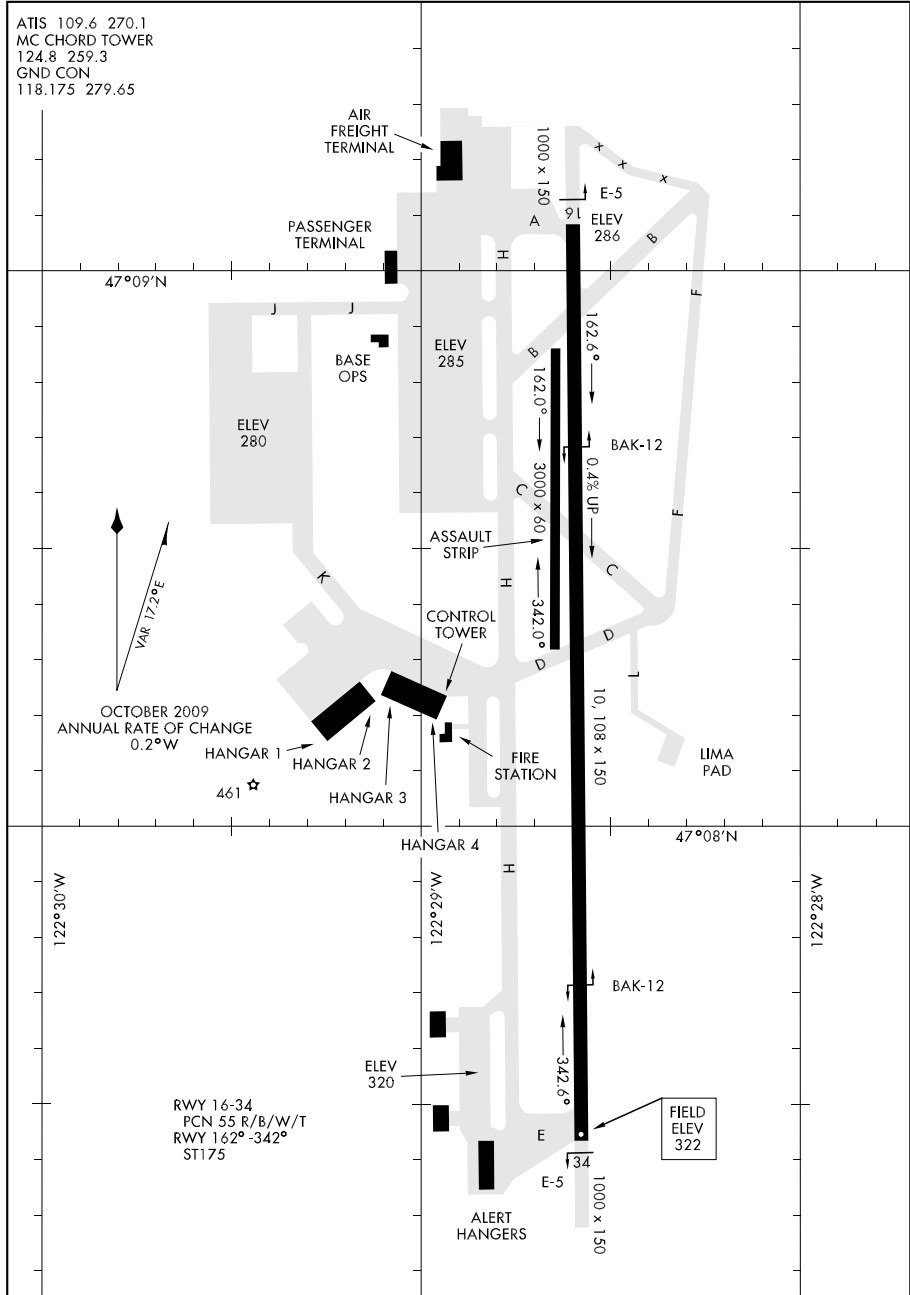
09295

AIRPORT DIAGRAM

[USAF] AFD-414

MC CHORD AFB (KTCM)

TACOMA, WASHINGTON



AIRPORT DIAGRAM

TACOMA, WASHINGTON
MC CHORD AFB (KTCM)

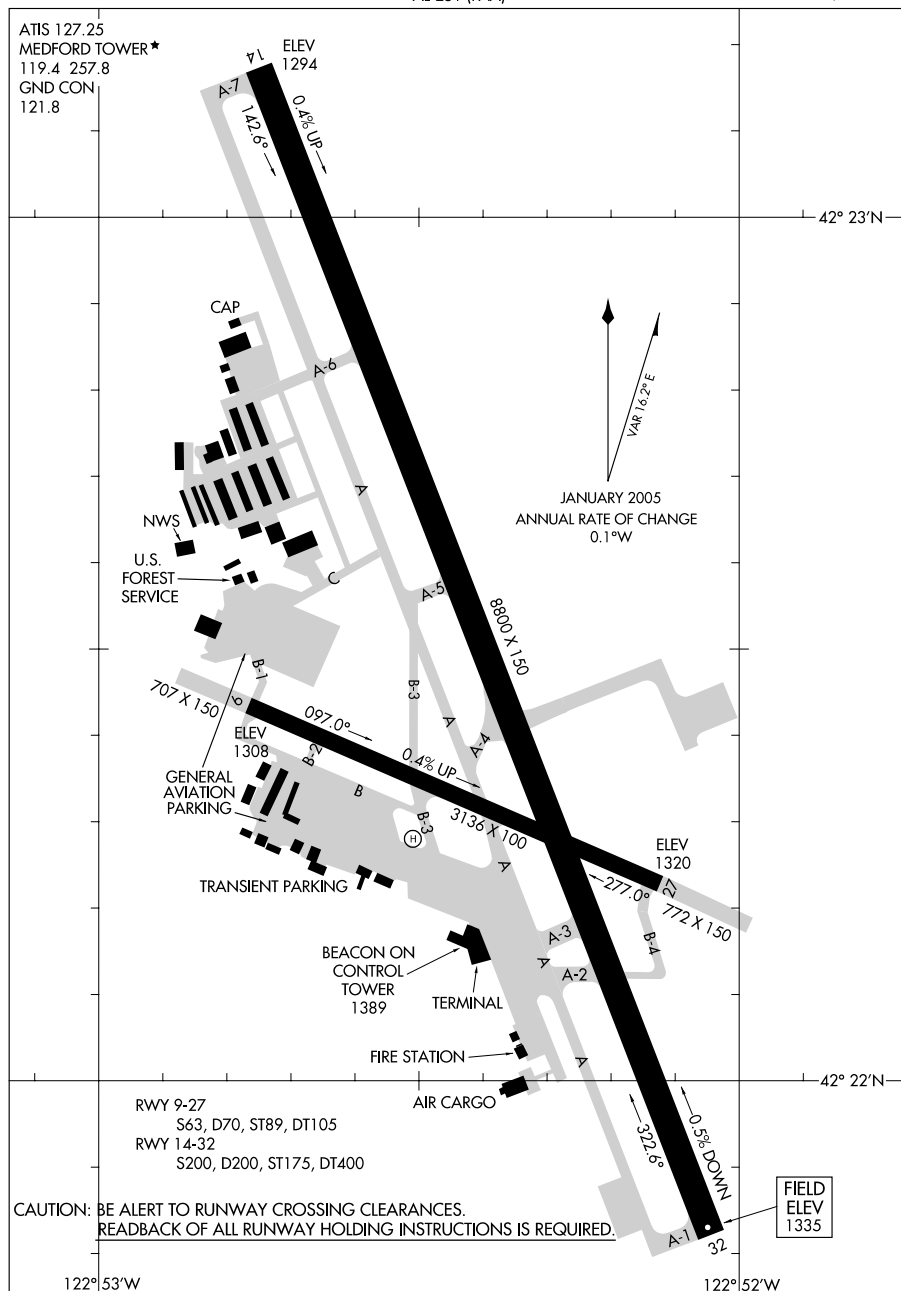
06215

AIRPORT DIAGRAM

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

AL-251 (FAA)

MEDFORD, OREGON



AIRPORT DIAGRAM

06215

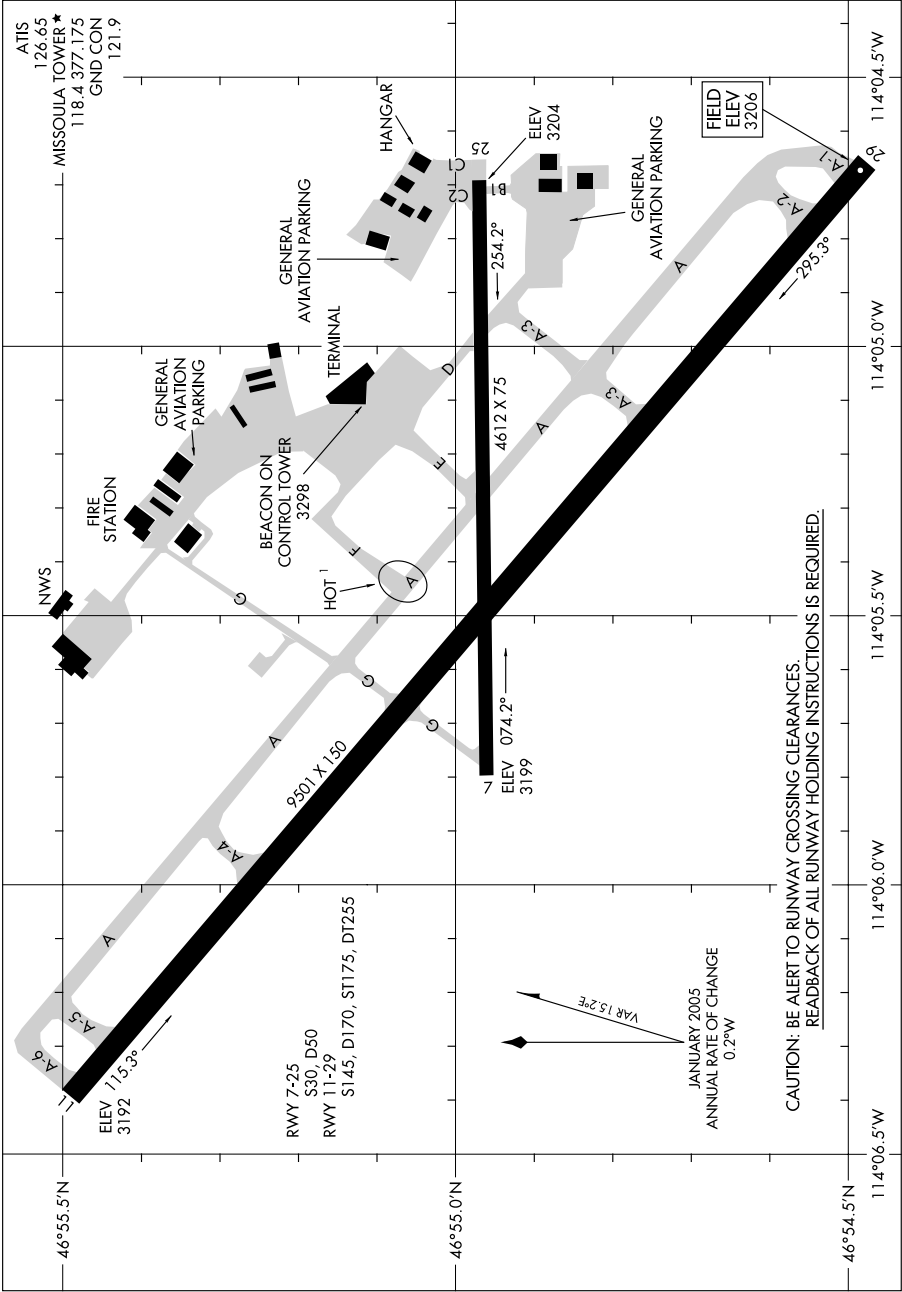
MEDFORD, OREGON
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

09239

AIRPORT DIAGRAM

AL-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA



AIRPORT DIAGRAM

MISSOULA, MONTANA
MISSOULA INTL (MSO)

09239

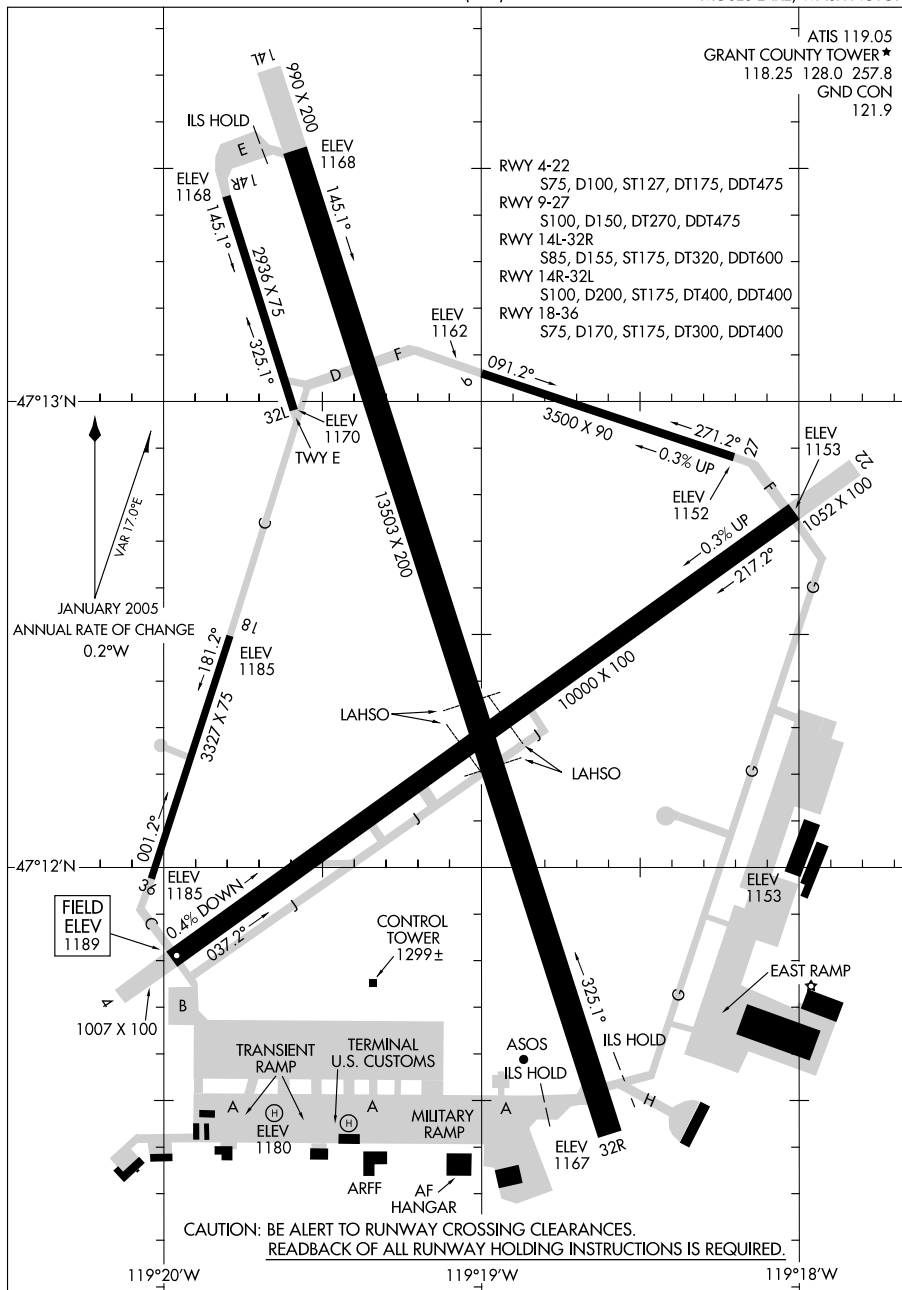
08157

AIRPORT DIAGRAM

MOSES LAKE/GRANT COUNTY INTL (MWH)

AL-961 (FAA)

MOSES LAKE, WASHINGTON



AIRPORT DIAGRAM

08157

MOSES LAKE, WASHINGTON

MOSES LAKE/GRANT COUNTY INTL (MWH)

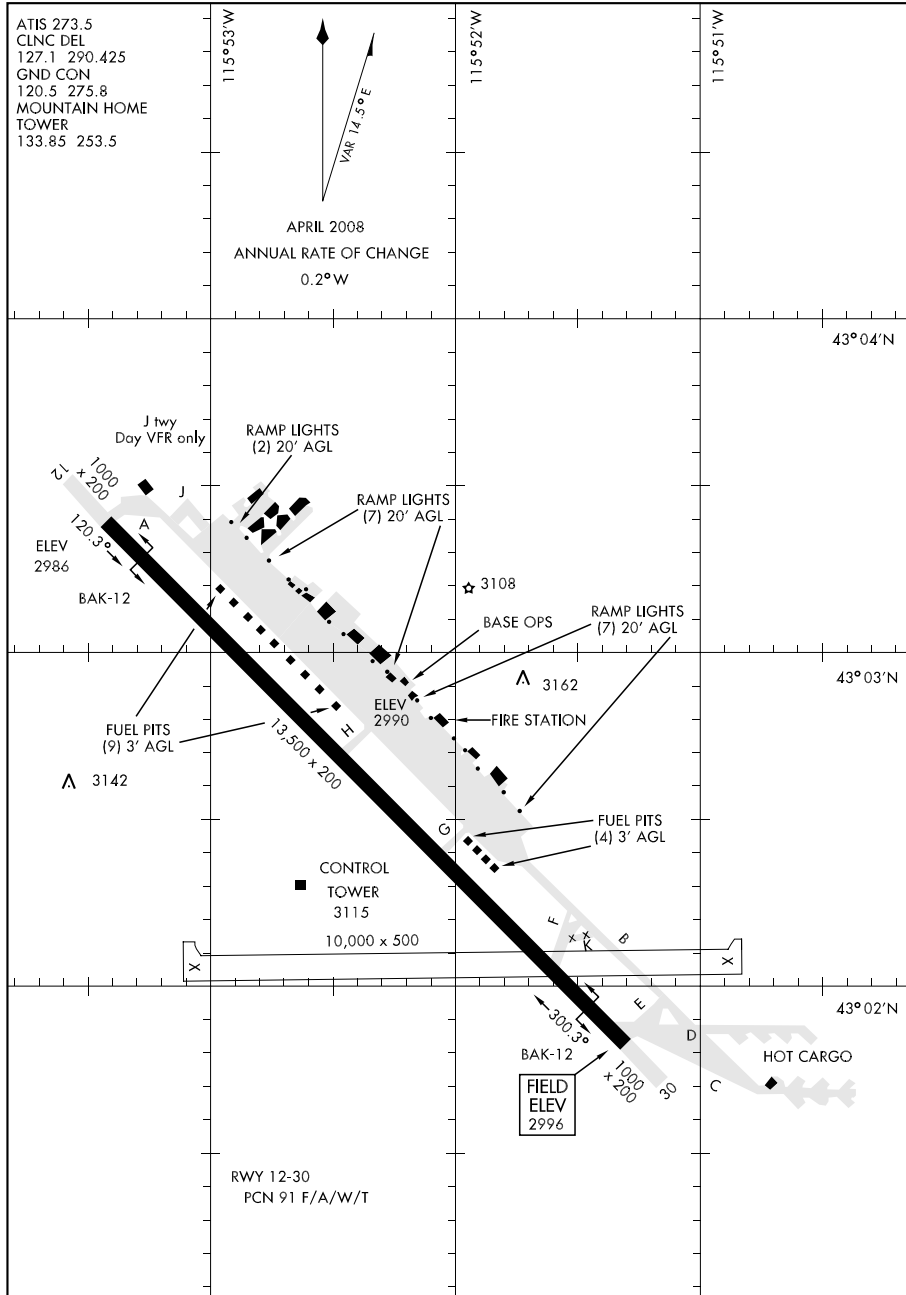
08101

AIRPORT DIAGRAM

AFD-323 [USAF]

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, IDAHO



AIRPORT DIAGRAM

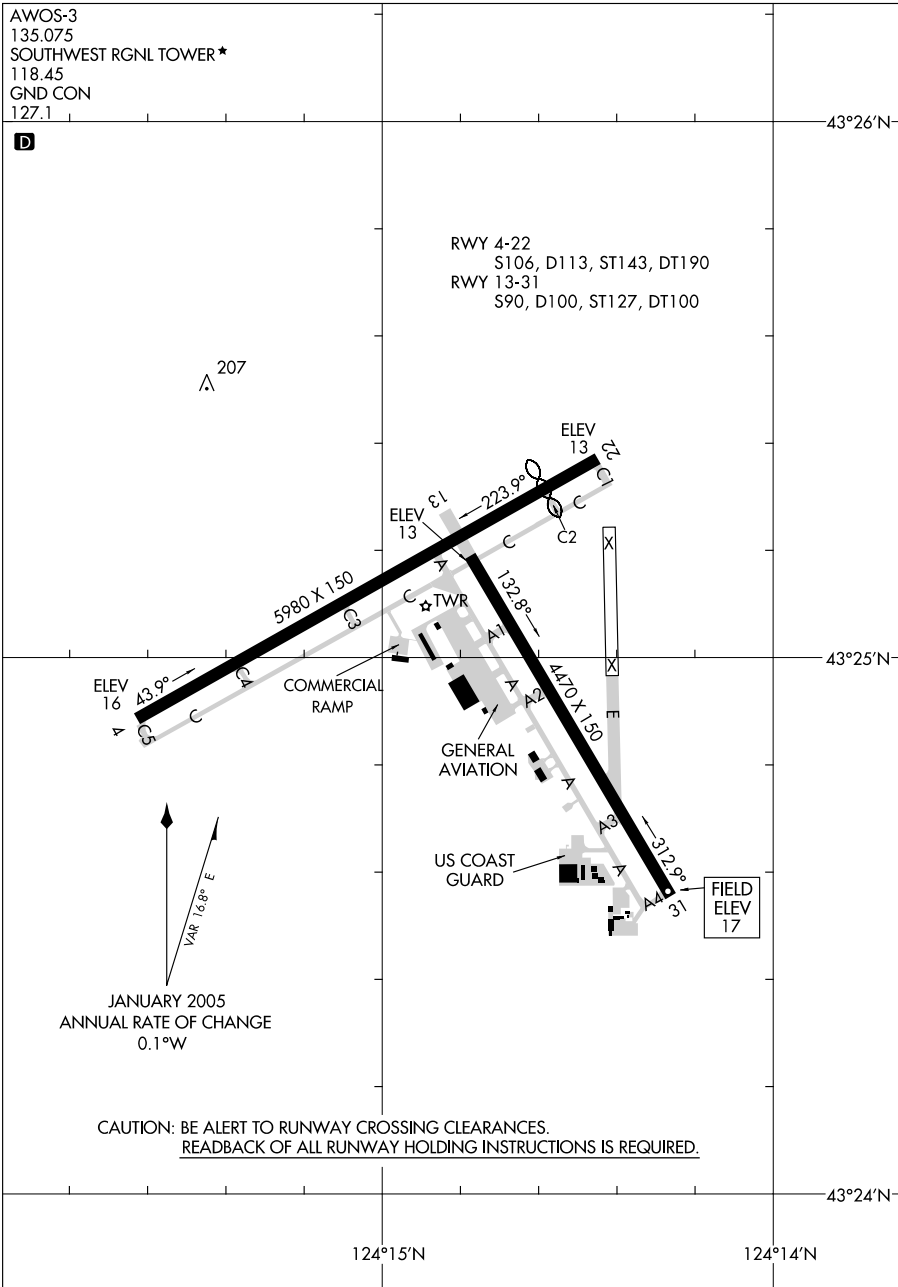
MOUNTAIN HOME, IDAHO

MOUNTAIN HOME AFB (KMUO)

09239

AIRPORT DIAGRAM

NORTH BEND/SOUTHWEST OREGON RGNL (O'TH)
AL-929 (FAA) NORTH BEND, OREGON



AIRPORT DIAGRAM

09239

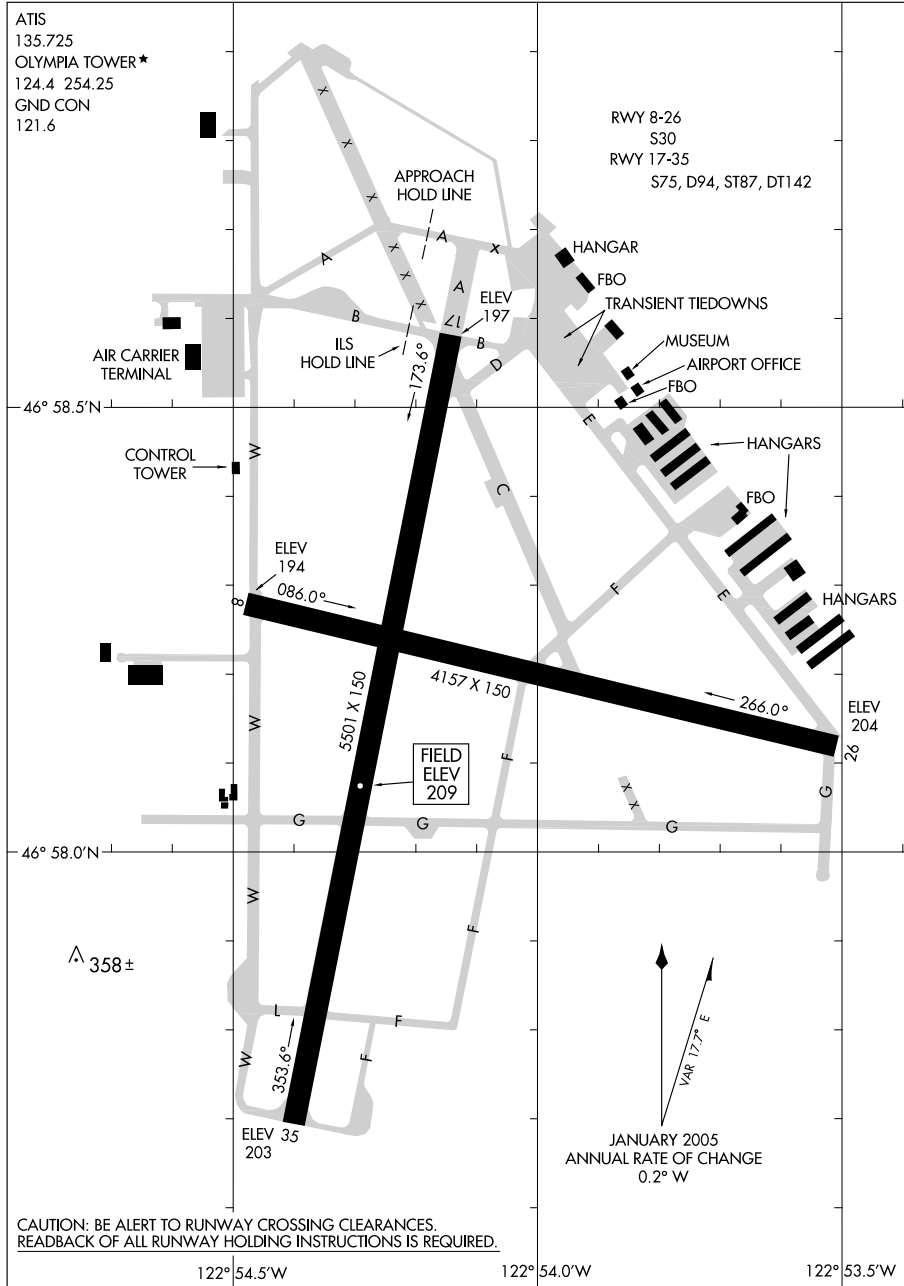
NORTH BEND, OREGON
NORTH BEND/SOUTHWEST OREGON RGNL (O'TH)

09127

AIRPORT DIAGRAM

AL-645 (FAA)

OLYMPIA RGNL (OLM)
OLYMPIA, WASHINGTON



AIRPORT DIAGRAM

09127

OLYMPIA, WASHINGTON
OLYMPIA RGNL (OLM)

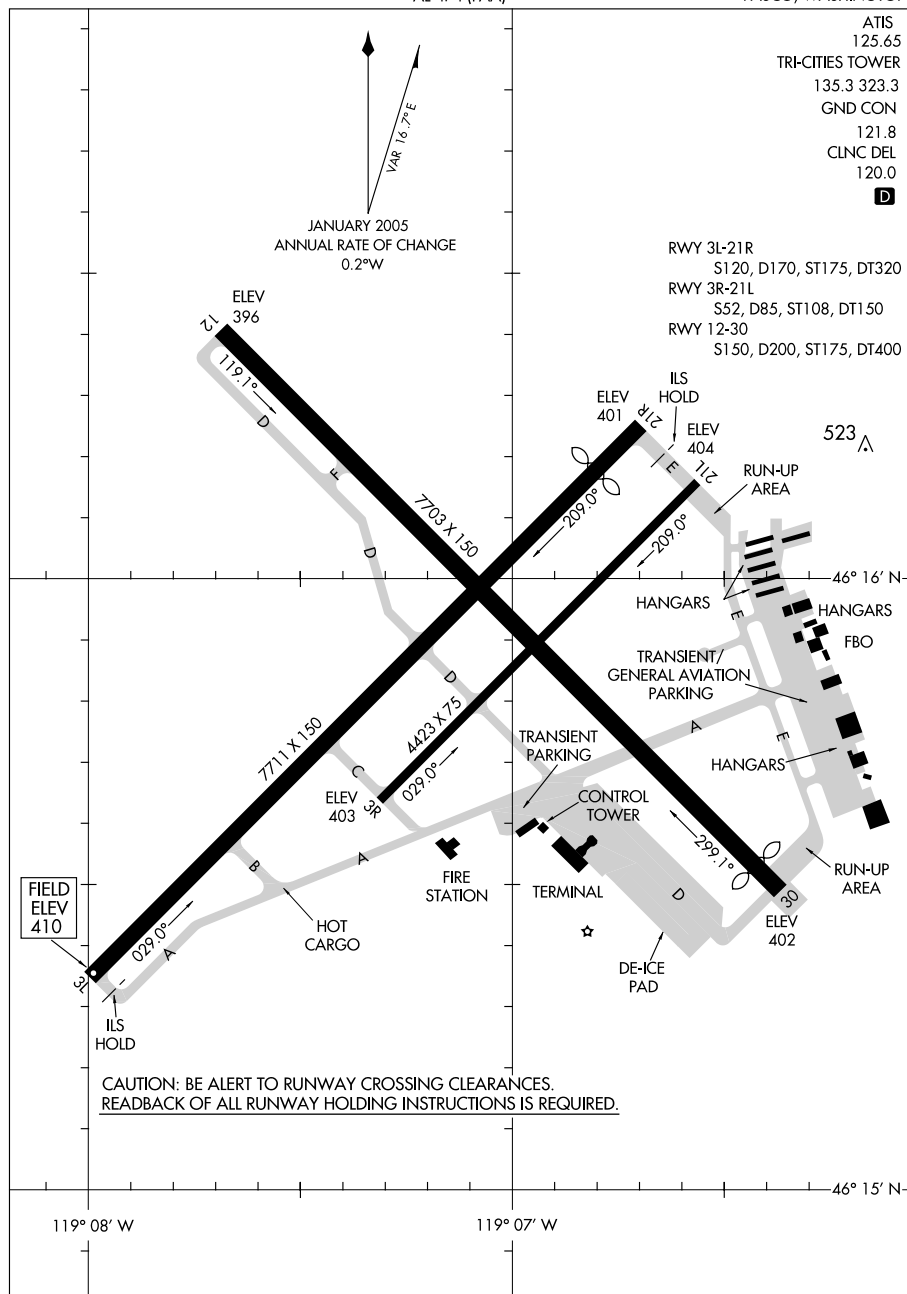
09015

AIRPORT DIAGRAM

AL-474 (FAA)

PASCO/TRI-CITIES (PSC)

PASCO, WASHINGTON



ATIS
 125.65
 TRI-CITIES TOWER
 135.3 323.3
 GND CON
 121.8
 CLNC DEL
 120.0
D

RWY 3L-21R
 S120, D170, ST175, DT320
 RWY 3R-21L
 S52, D85, ST108, DT150
 RWY 12-30
 S150, D200, ST175, DT400

AIRPORT DIAGRAM

09015

PASCO, WASHINGTON

PASCO/TRI-CITIES (PSC)

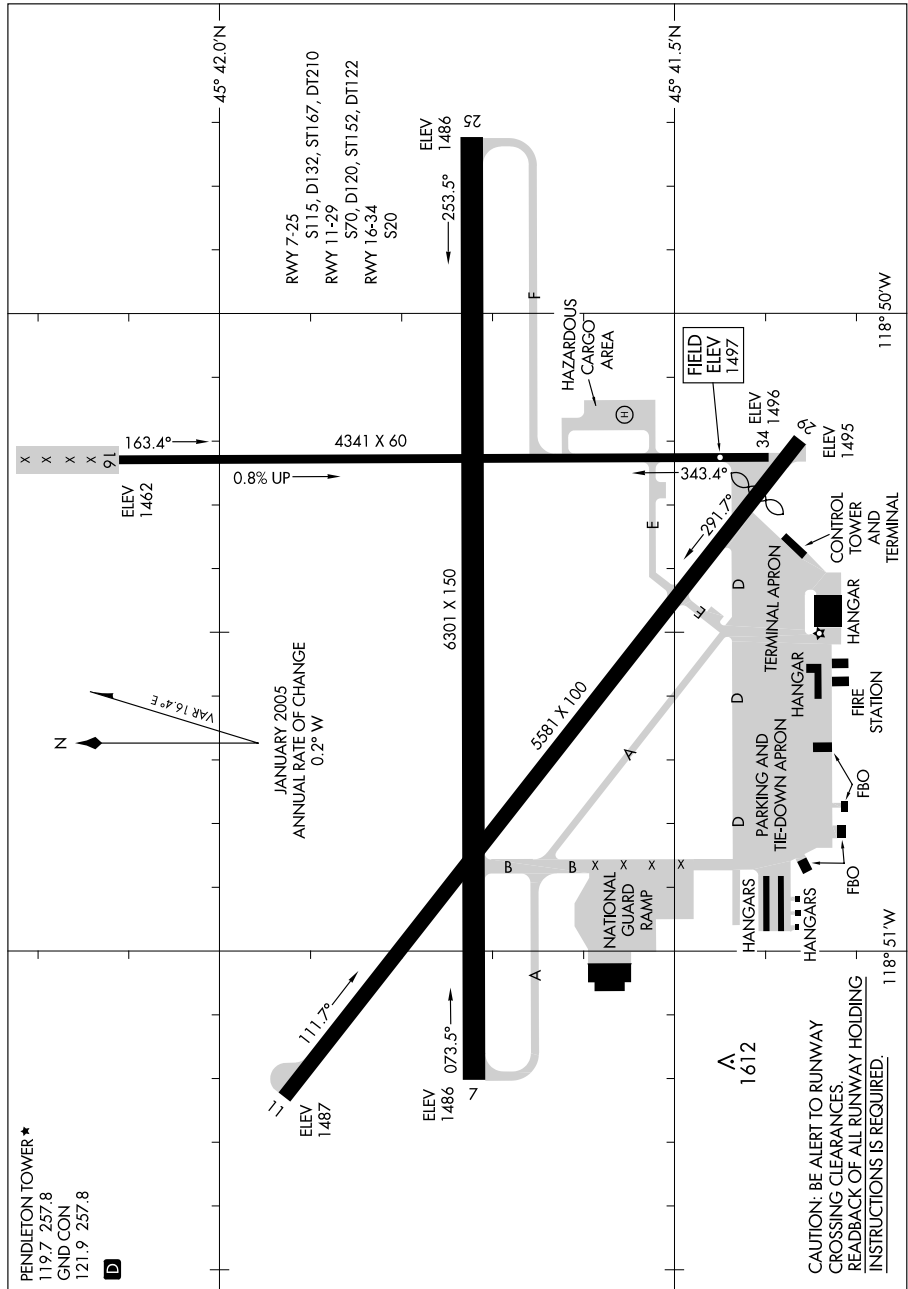
09015

AIRPORT DIAGRAM

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

AL-316 (FAA)

PENDLETON, OREGON



AIRPORT DIAGRAM

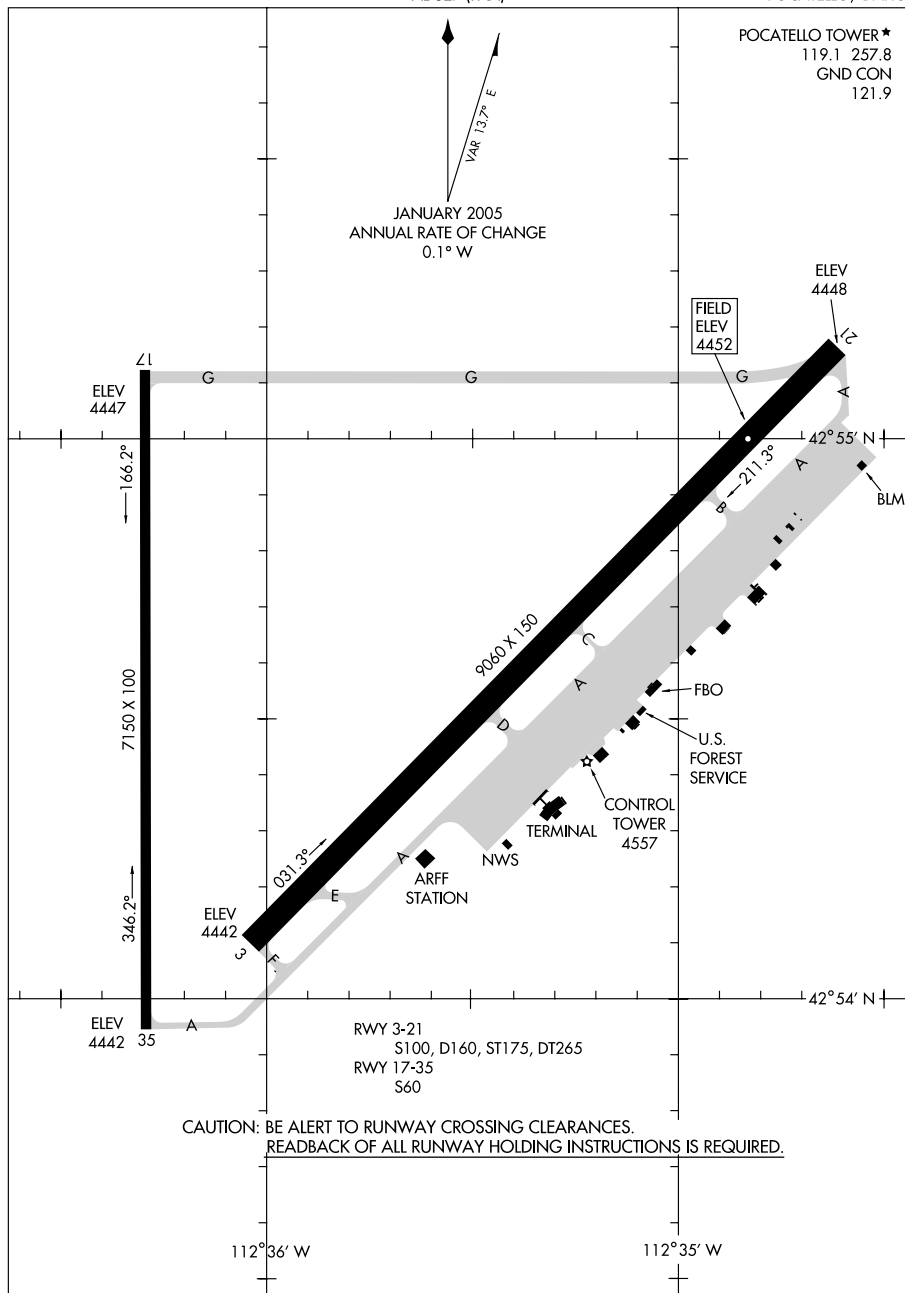
09015

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

PENDLETON, OREGON

08213

AIRPORT DIAGRAM

POCATELLO RGNL (PIH)
POCATELLO, IDAHO

AIRPORT DIAGRAM

08213

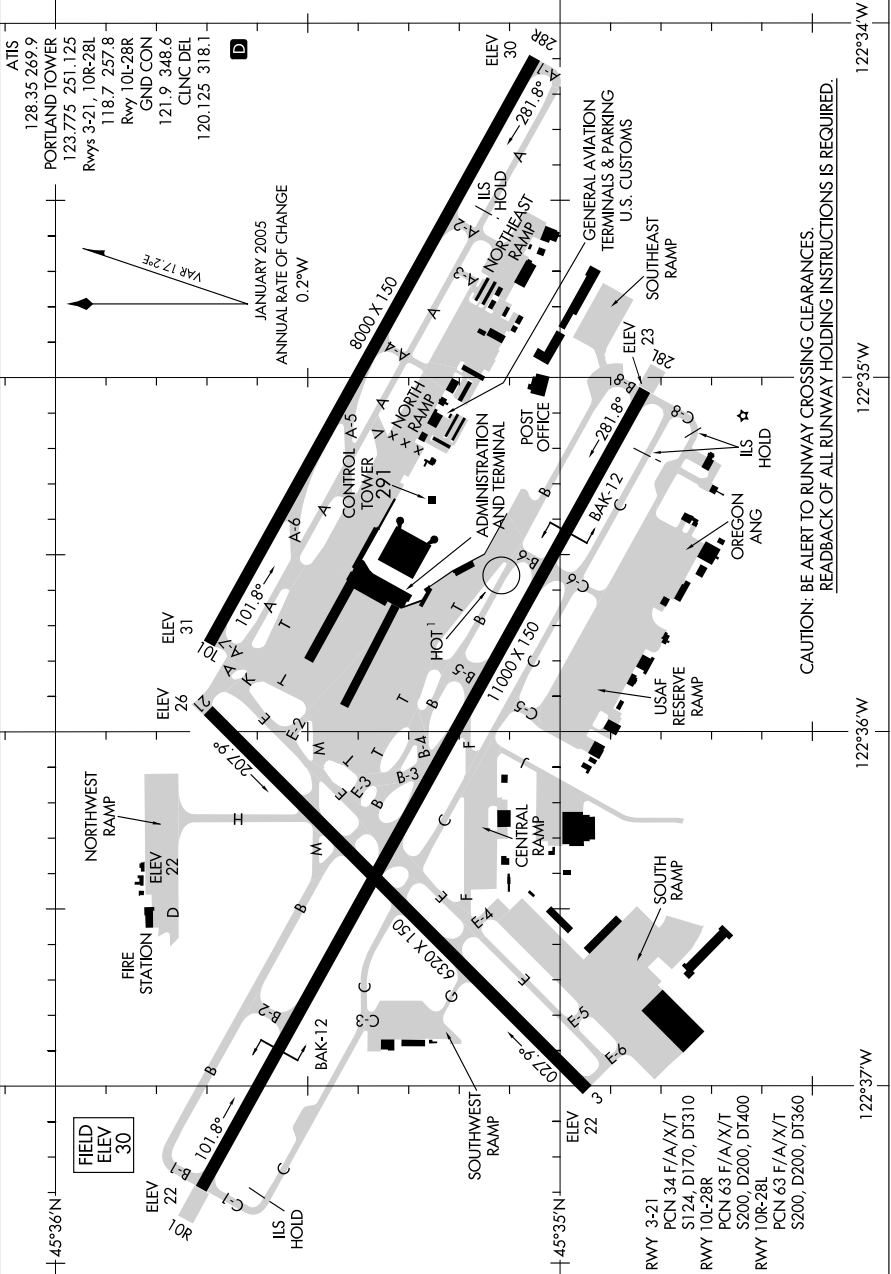
POCATELLO, IDAHO
POCATELLO RGNL (PIH)

09295

AIRPORT DIAGRAM

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



AIRPORT DIAGRAM

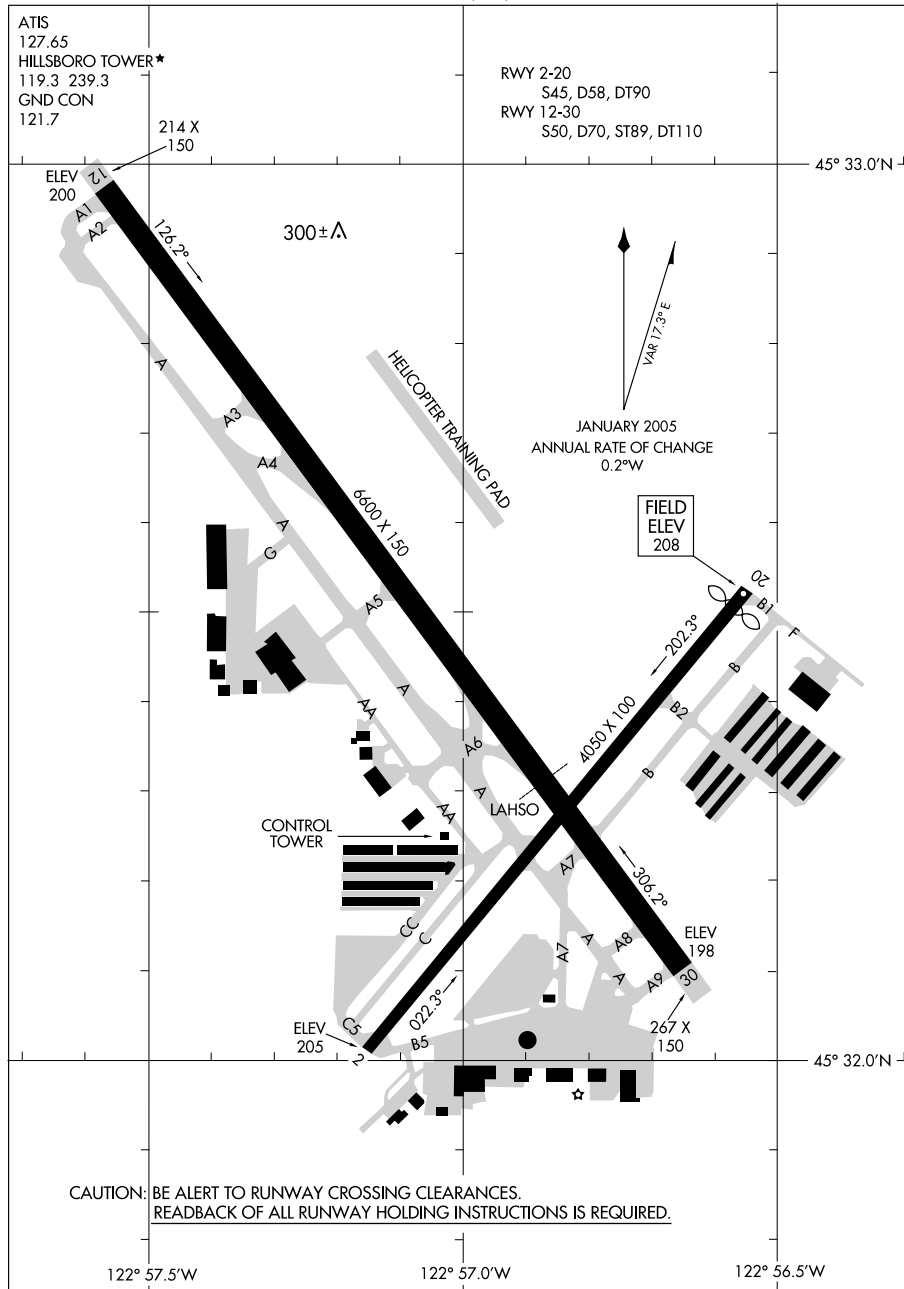
PORTLAND, OREGON
PORTLAND INTL (PDX)

09295

09239

AIRPORT DIAGRAM

AL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

AIRPORT DIAGRAM

09239

PORTLAND, OREGON
PORTLAND-HILLSBORO (HIO)

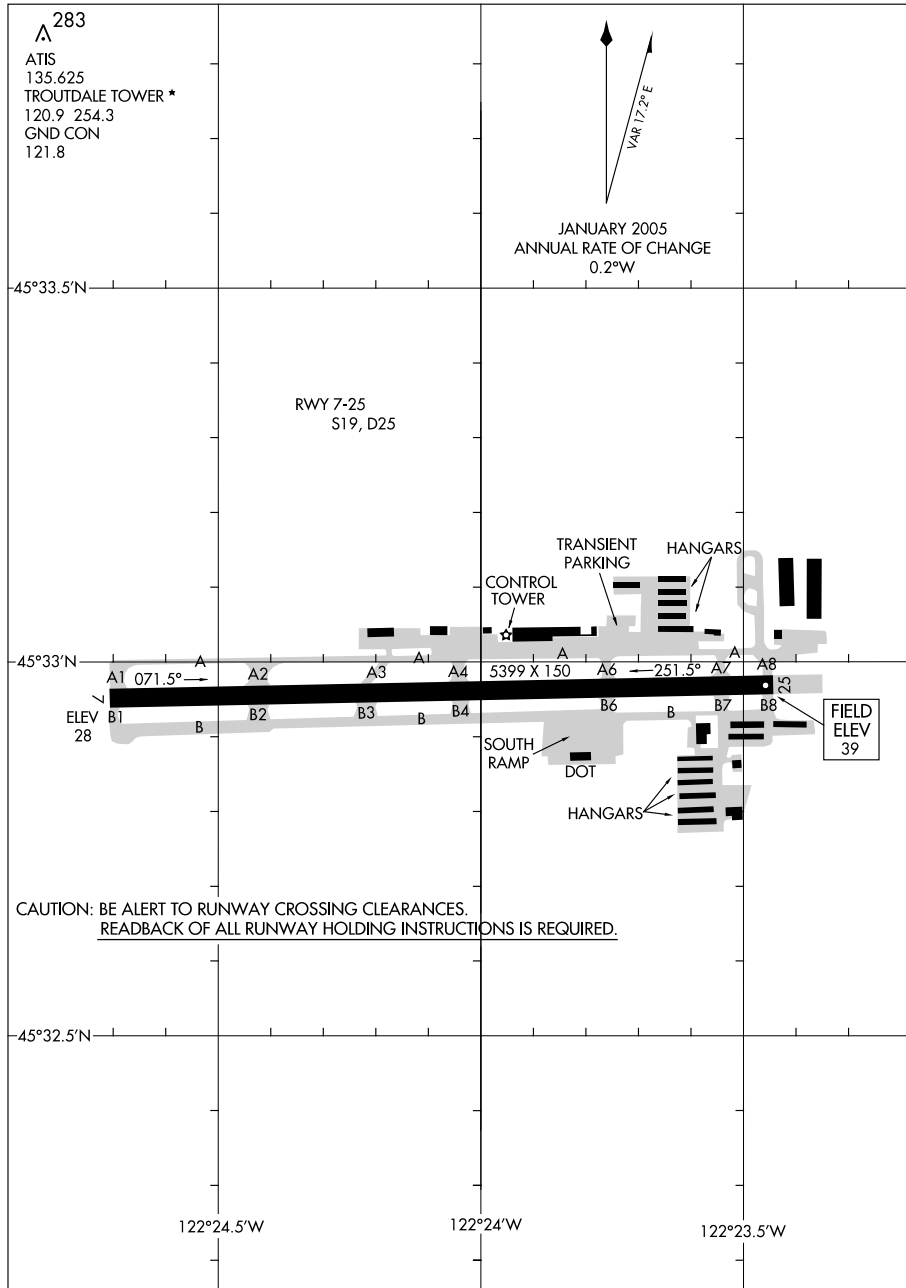
09127

AIRPORT DIAGRAM

AL-649 (FAA)

PORTLAND-TROUTDALE (TTD)

PORTLAND, OREGON



AIRPORT DIAGRAM

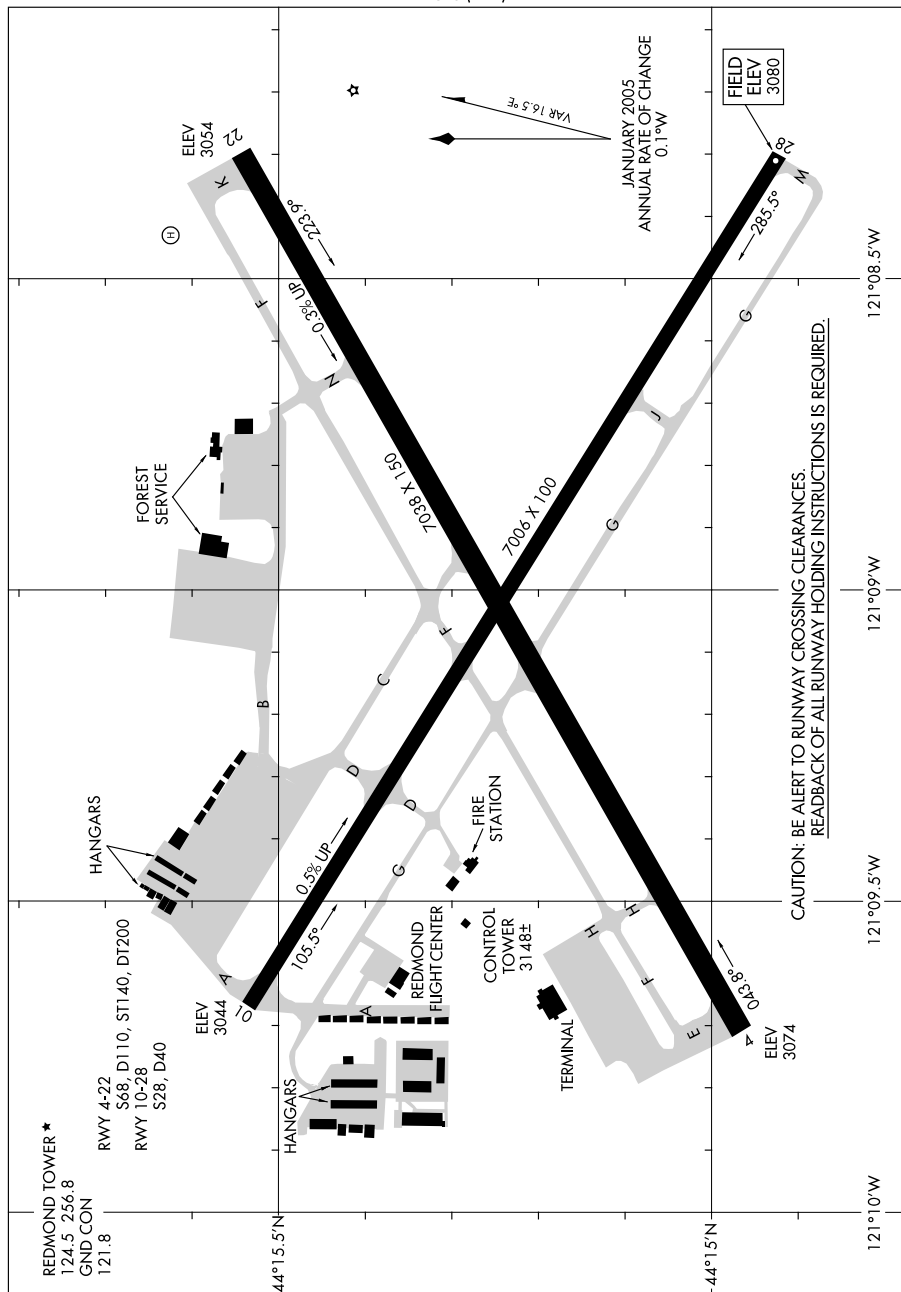
09127

PORTLAND, OREGON
 PORTLAND-TROUTDALE (TTD)

08101

AIRPORT DIAGRAM

AL-345 (FAA)

REDMOND/ ROBERTS FIELD (RDM)
REDMOND, OREGON

AIRPORT DIAGRAM

08101

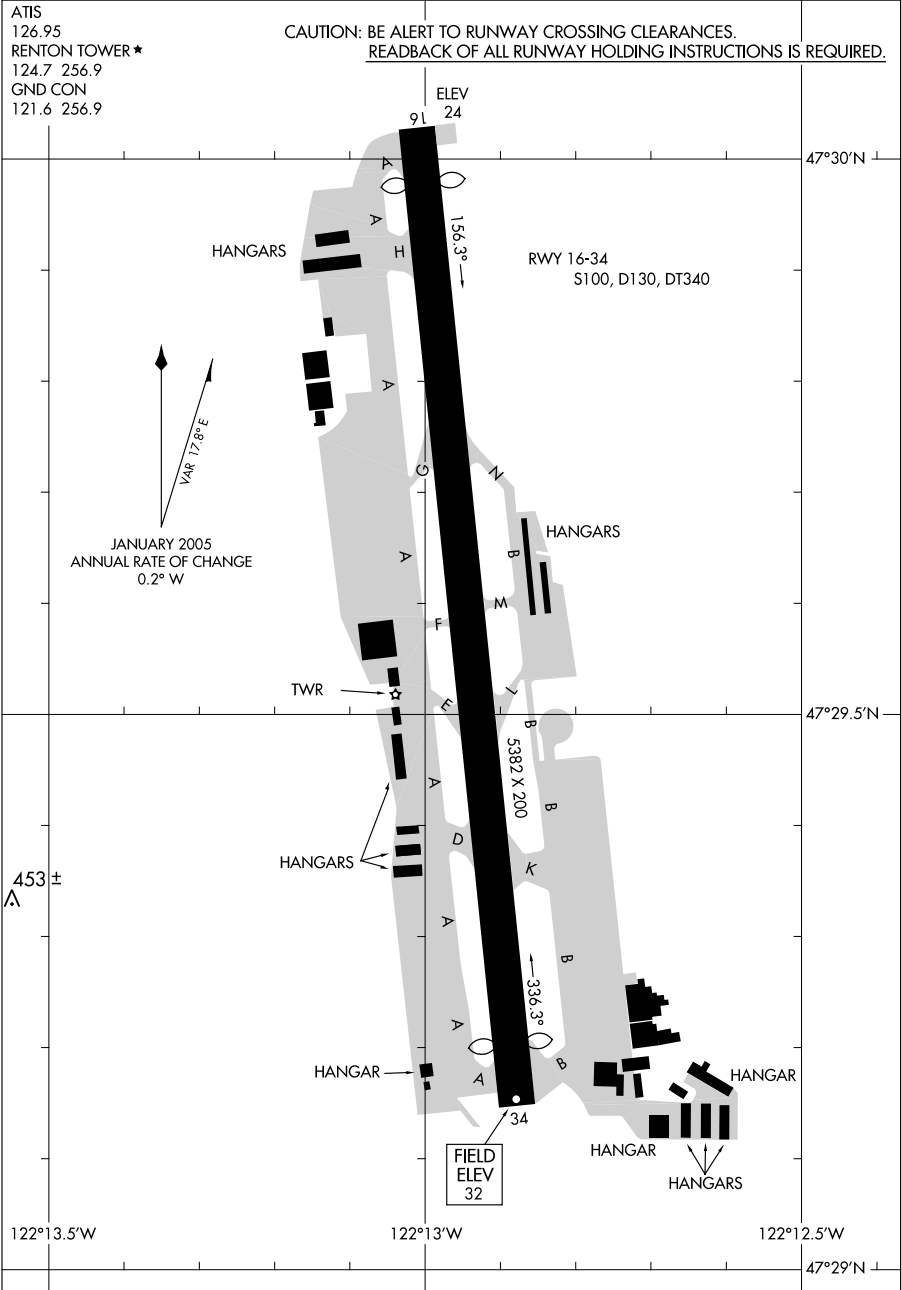
REDMOND, OREGON
REDMOND/ ROBERTS FIELD (RDM)

09239

AIRPORT DIAGRAM

RENTON MUNI (R.N.T)
RENTON, WASHINGTON

AL-5396 (FAA)



AIRPORT DIAGRAM

09239

RENTON, WASHINGTON
RENTON MUNI (R.N.T)

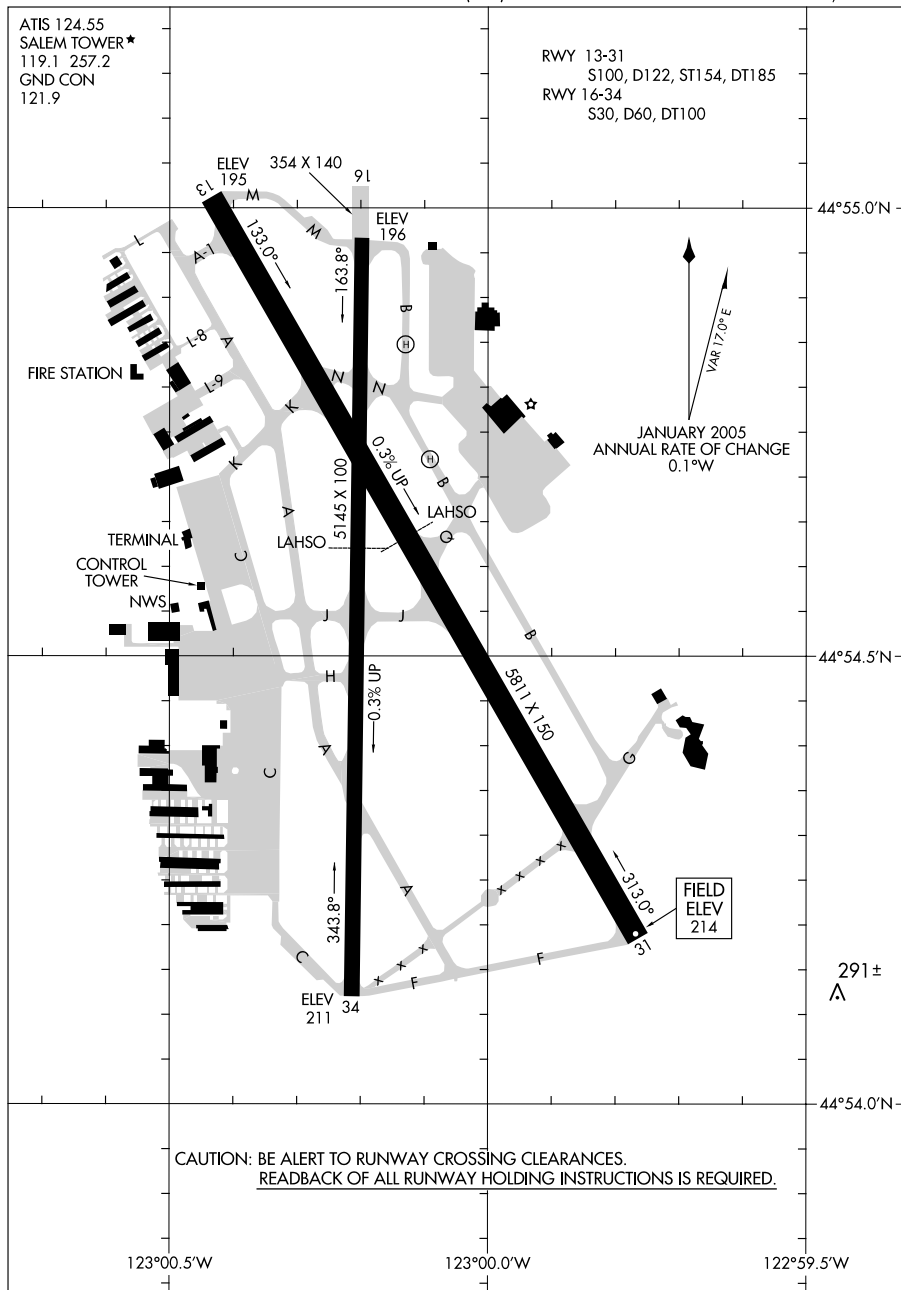
06215

AIRPORT DIAGRAM

AL-361 (FAA)

SALEM/MCNARY FIELD (SLE)

SALEM, OREGON



AIRPORT DIAGRAM

06215

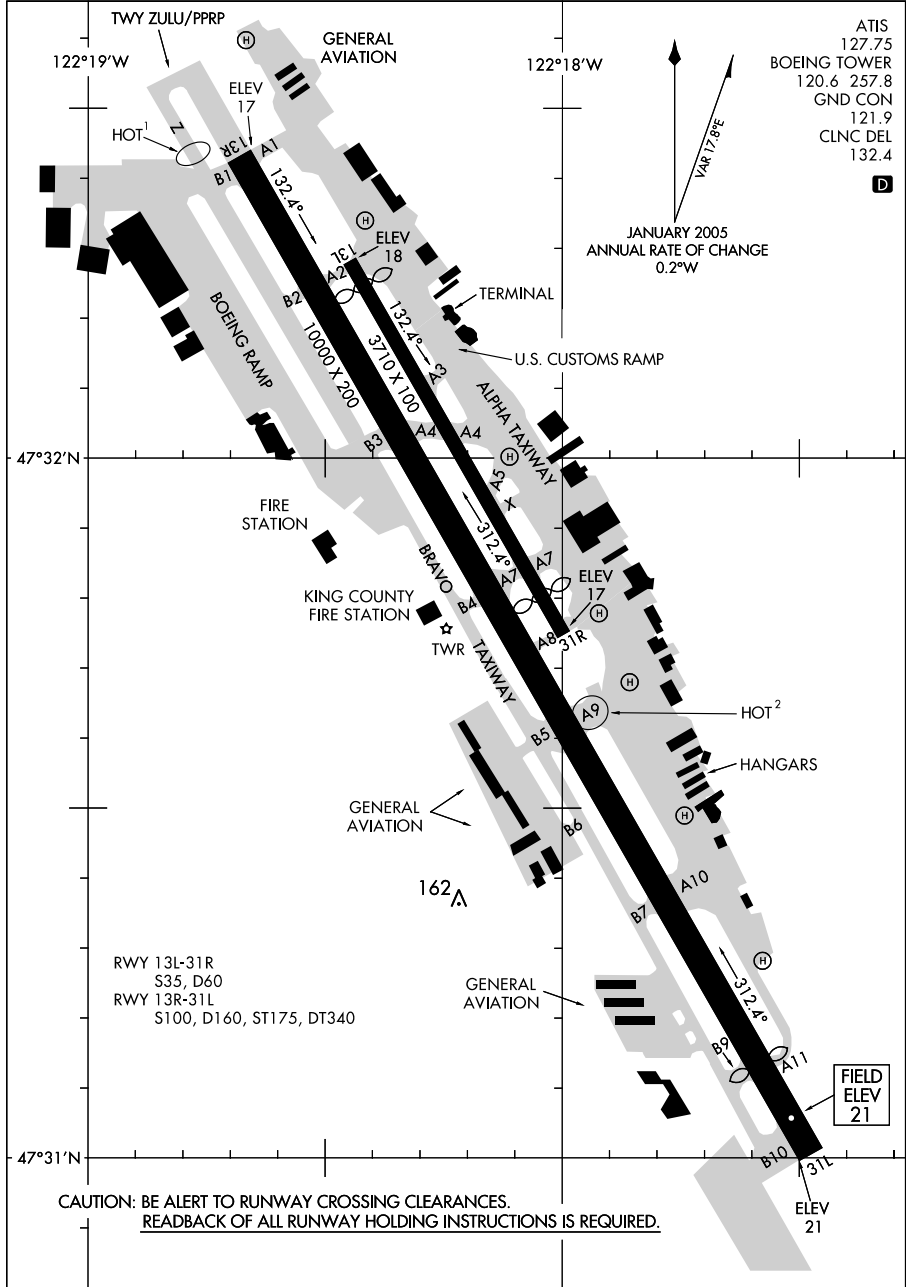
SALEM, OREGON

SALEM/MCNARY FIELD (SLE)

09239

AIRPORT DIAGRAM

SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)
AL-384 (FAA) SEATTLE, WASHINGTON



AIRPORT DIAGRAM

09239

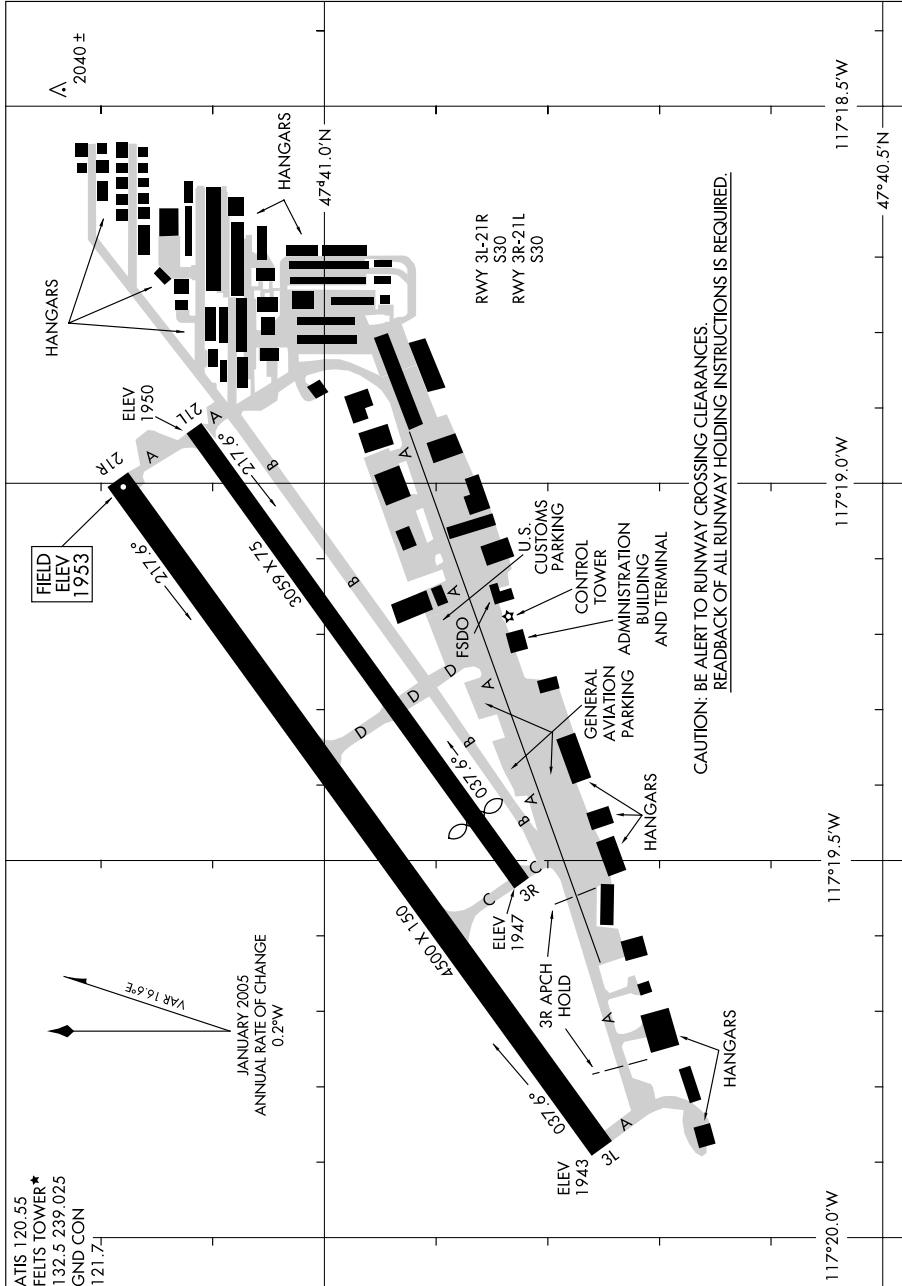
SEATTLE, WASHINGTON
SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)

08325

AIRPORT DIAGRAM

AL-402 (FAA)

SPOKANE/ FELTS FIELD (SFF)
SPOKANE, WASHINGTON



AIRPORT DIAGRAM

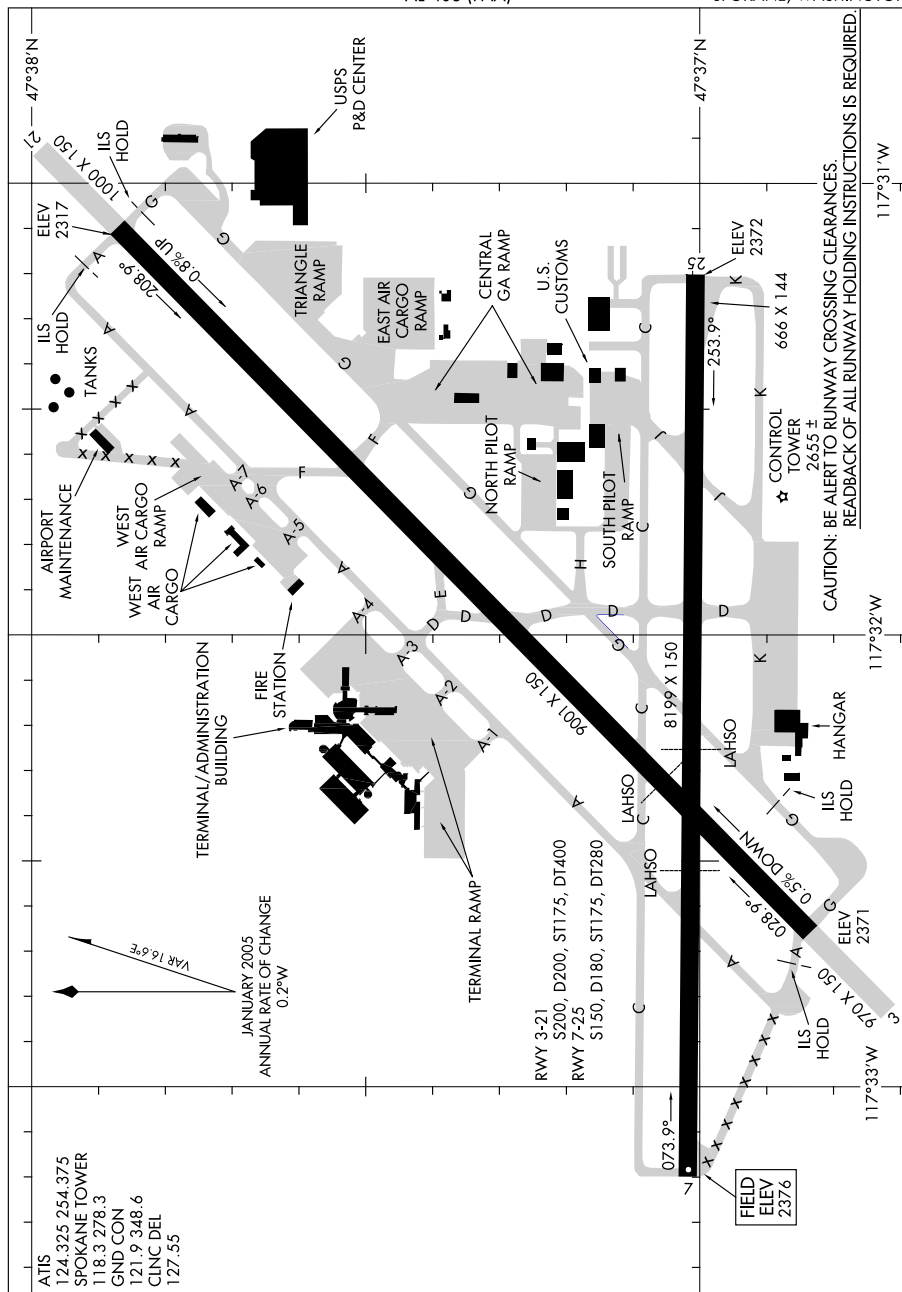
08325

SPOKANE, WASHINGTON
SPOKANE/ FELTS FIELD (SFF)

09015

AIRPORT DIAGRAM

AL-403 (FAA)

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

AIRPORT DIAGRAM

09015

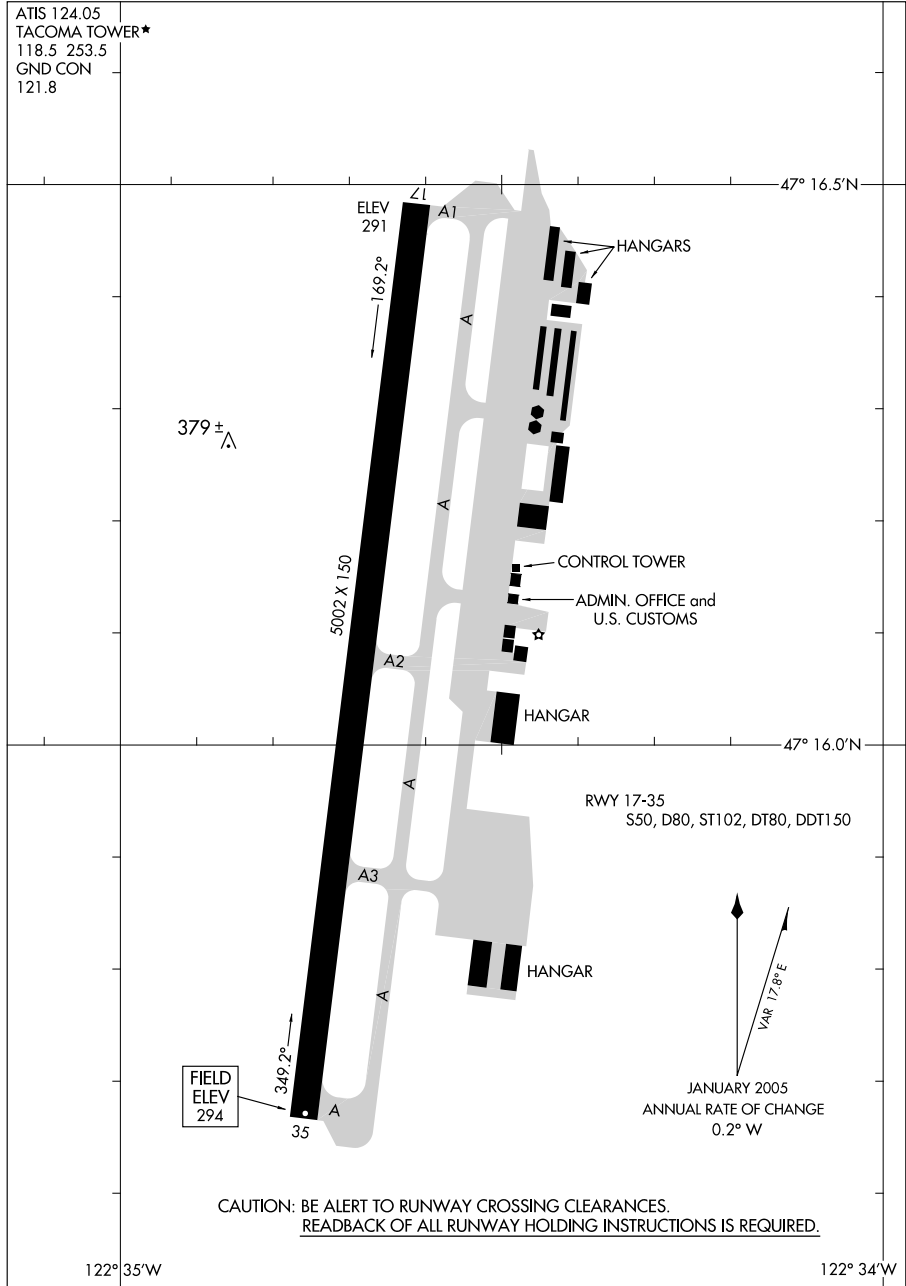
SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

07074

AIRPORT DIAGRAM

AL-5186 (FAA)

TACOMA NARROWS (TIW)
TACOMA, WASHINGTON



AIRPORT DIAGRAM

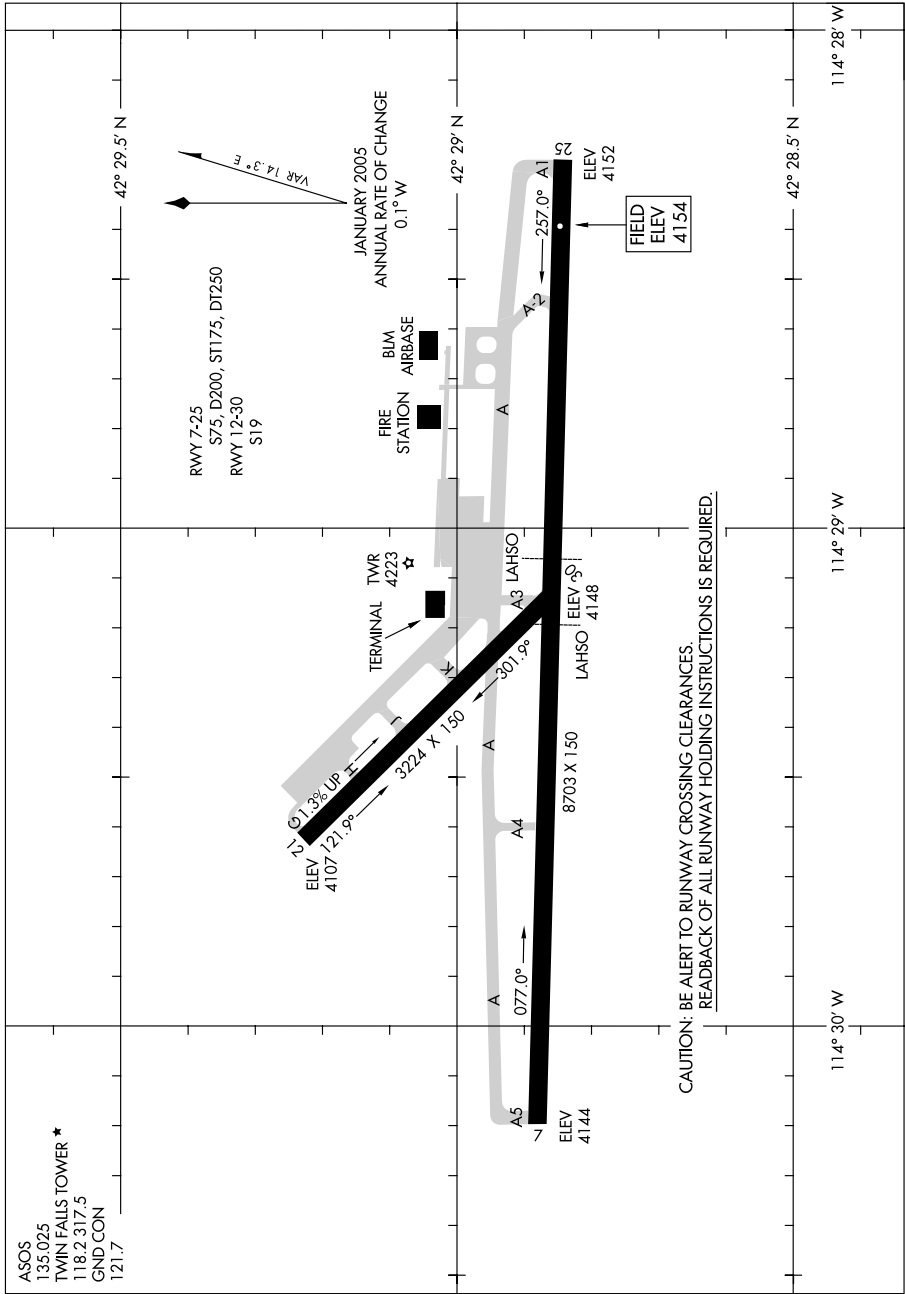
07074

TACOMA, WASHINGTON
TACOMA NARROWS (TIW)

09239

AIRPORT DIAGRAM

TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)
AL-885 (FAA) TWIN FALLS, IDAHO



AIRPORT DIAGRAM

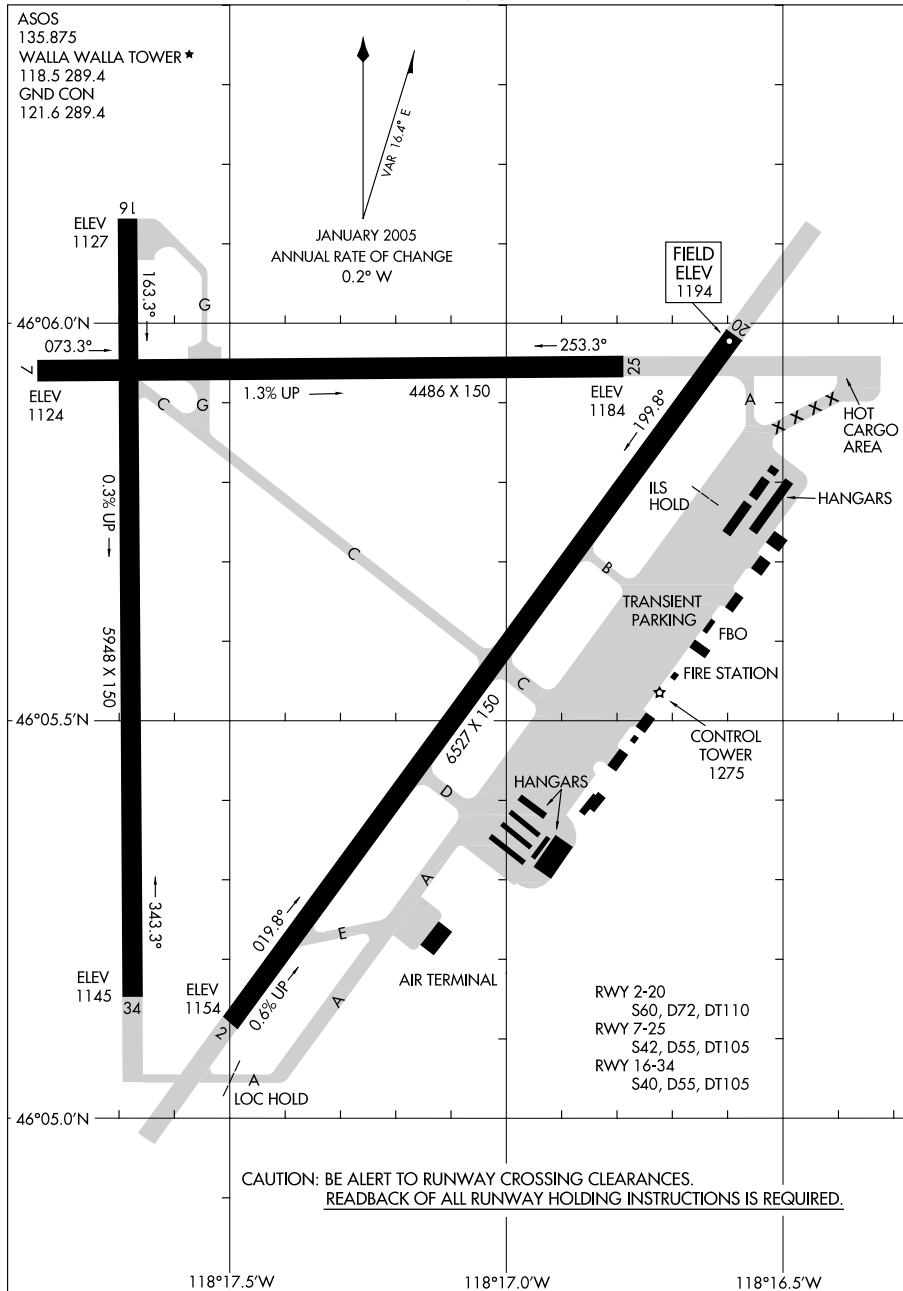
09239

TWIN FALLS, IDAHO
TWIN FALLS/JOSLIN FIELD-MAGIC VALLEY RGNL (TWF)

09127

AIRPORT DIAGRAM

AL-440 (FAA)

WALLA WALLA RGNL (ALW)
WALLA WALLA, WASHINGTON

AIRPORT DIAGRAM

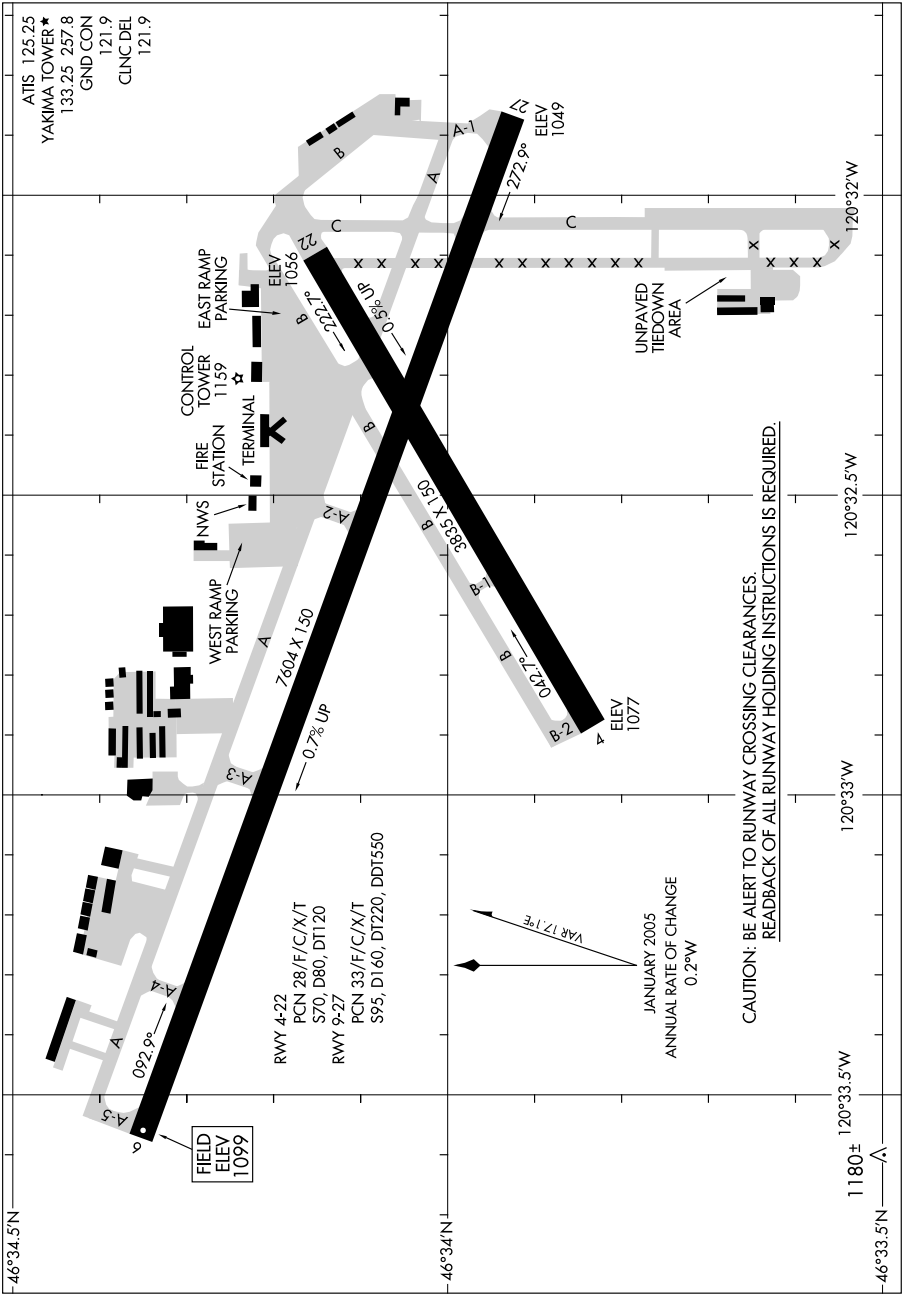
09127

WALLA WALLA, WASHINGTON
WALLA WALLA RGNL (ALW)

08213

AIRPORT DIAGRAM

YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)
AL-465 (FAA) YAKIMA, WASHINGTON



AIRPORT DIAGRAM

YAKIMA, WASHINGTON
YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)

08213

